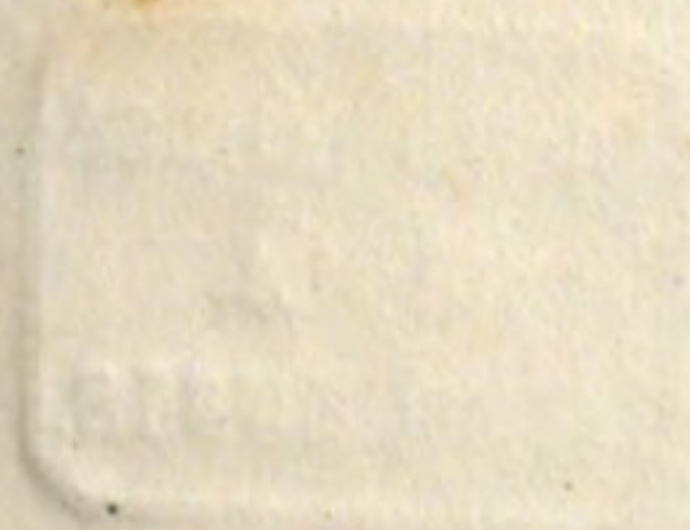


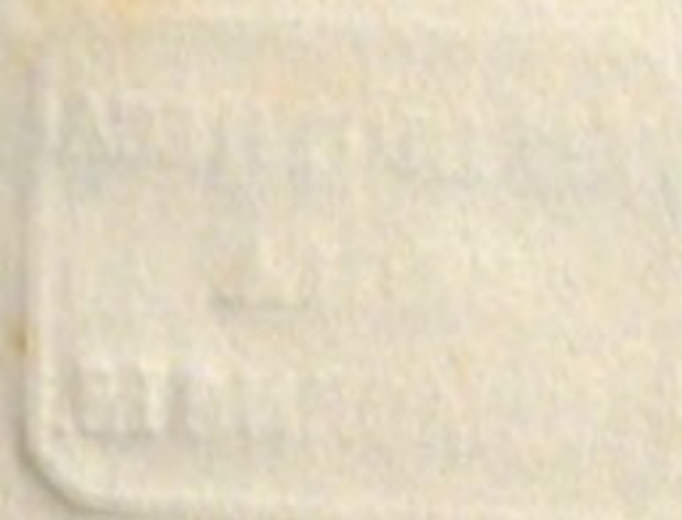
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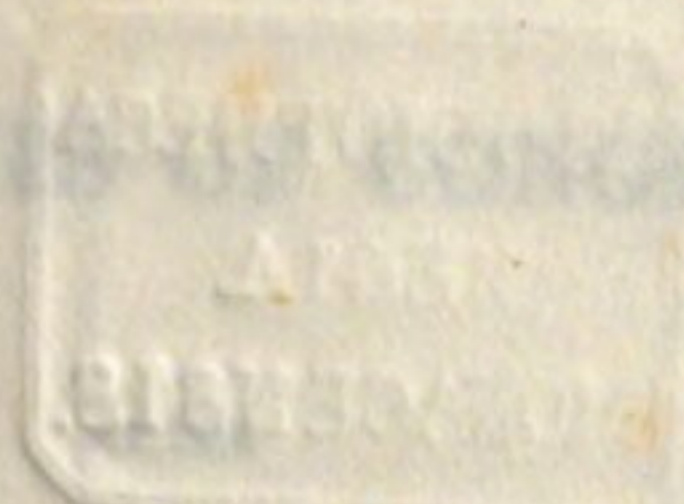
MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS



CONVOCATION OF THE THIRD SESSION

OF

THE THIRTY-FOURTH CONGRESS

January 3, 1856 — Read

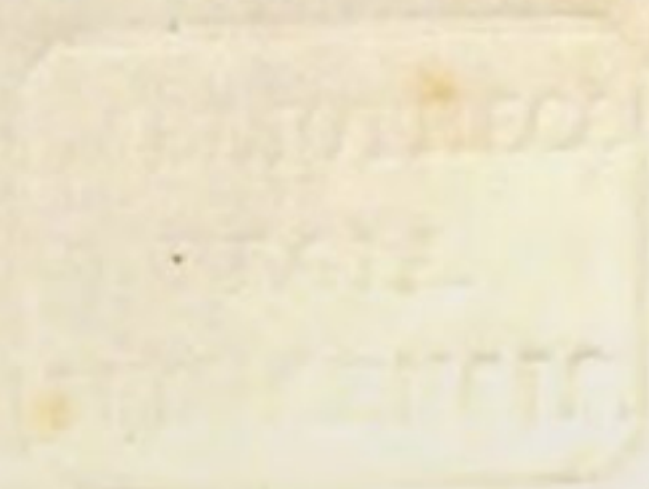
That the message and accompanying documents be printed in pamphlet form, and that the printed copy be distributed to the members of the Senate and House of Representatives.

VOLUME II

WASHINGTON:

A. S. F. SCHOOLS, PRINTER.

1856.



MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS,

AT THE

COMMENCEMENT OF THE THIRD SESSION

OF

THE THIRTY-FOURTH CONGRESS.

DECEMBER 2, 1856 —Read.

DECEMBER 11, 1856.—*Ordered*, That the message and accompanying documents be printed,
and that 15,000 additional copies thereof be printed for the use of the Senate.

VOLUME II.

WASHINGTON:

A. O. P. NICHOLSON, PRINTER.

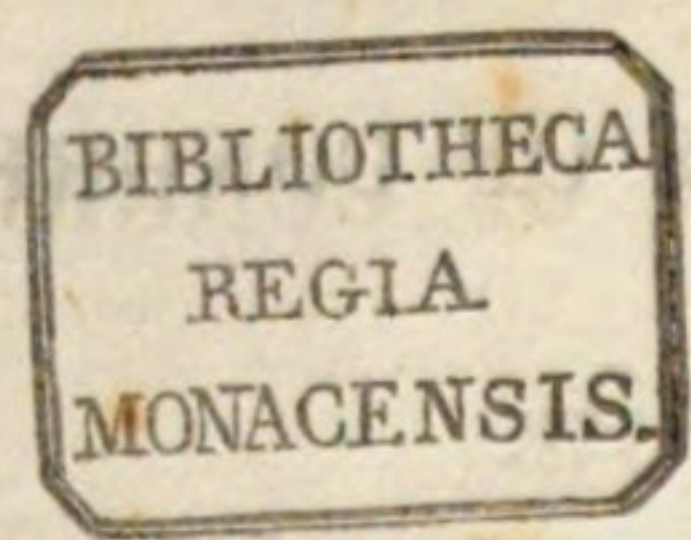
1856.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE



STATEMENT OF THE THIRD SESSION

THE THIRTY-FOURTH CONGRESS

Approved: January 2, 1876.—Read.
January 11, 1876.—Ordered: That the message and accompanying documents be printed,
and that 10,000 additional copies be printed for the use of the Senate.

VOLUME II.

WASHINGTON:
A. O. L. LICHNER, PRINTER.
1876.

REPORT OF THE SECRETARY OF WAR.

WAR DEPARTMENT,
December 1, 1856.

SIR: I have the honor to submit the following report of the operations of the army for the past year, and to lay before you the reports of the several bureaus of the War Department, and communications from other officers of the army.

The authorized strength of the army, as now posted, is 17,894. The actual strength at the date of the consolidation of the returns, July 1, 1856, was 15,562. The number of enlistments made during the twelve months ending September 30, 1856, was 4,440. The number of persons offering to enlist, but who were refused on account of minority and unfitness for service, was 5,594. The number of casualties in the army, by deaths, discharges, and desertions, during the year ending June 30, 1856, was 6,090; of which 3,223 were by desertion.

The accompanying tables exhibit the distribution of the troops in the several military departments. During the past year the department of the Pacific has been reinforced by three companies of the 1st dragoons and the 9th regiment of infantry. A post has been established at Tueson, New Mexico, for the protection of the valley of the Santa Cruz, and the restraint of the Indians north of the Gila, and is at present garrisoned by four companies of the 1st dragoons. The regiment of mounted riflemen, in consequence of threatened hostilities with the Navajo Indians in New Mexico, was ordered, in June last, to that department from Texas. Two companies of the 2d dragoons and the 2d regiment of infantry occupy the posts located on the Upper Missouri at the close of the late campaign against the Sioux Indians.

An expedition has been sent to the northern boundary of Minnesota Territory for the purpose of acquiring information respecting that region of country and the Indians residing there, upon whom it was supposed the appearance of a body of troops among them would exercise a beneficial influence. The knowledge thus gained will determine the most eligible site for a military post in that quarter, should it hereafter be deemed advisable to establish one.

The Indian difficulties on the western plains have been successfully terminated, except those with the Cheyennes.

The troops designated and held in readiness during the past summer, for campaign against them, it was hoped and believed would not

only have reduced that particular tribe to good order, but would have sufficed to insure as much of peace and security to transient persons over all the plains north of Red river and west of the Missouri as is compatible with the continuance there of wandering uncivilized tribes.

In Texas, though the amount of military force has been reduced within the past year, we have had reason to congratulate ourselves upon less frequent disturbances than have existed for some years past; but owing to the fact that the State of Texas owns all the land, with the exception of the two small reservations recently made, the Indians of that State are without any permanent home; and the control which can be exercised over them, under those circumstances, can never be sufficient either to give security to the whites, or in any material degree to ameliorate the condition of the Indians. Could the fragmentary tribes in Texas be removed to lands owned by the United States north of the Red river, a great reduction would be made in the expenditures now required in Texas for the maintenance of many military posts, which would then become wholly useless, whilst a great service would be rendered to the development of the resources of that State; and surely better prospects would be offered for the improvement of the Indian tribes.

The Indians within the limits of the department of New Mexico have generally observed their treaty stipulations. Occasional depredations have been committed by them, but none, it is believed, of a serious nature, or indicating any settled hostility on their part.

The Indian hostilities existing in Oregon and Washington Territories at the date of the last annual report from this department, which threatened to be of a very formidable character, have been generally suppressed. A combination embracing most of the tribes inhabiting those Territories was entered into, and the extermination of the whites seemed to be their purpose; but the military expeditions sent against them have been conducted with much energy, and have been so far successful that, with a few exceptions, their hostile demonstrations have ceased. The disturbances on Puget's Sound and in the Rogue River valley are reported as terminated; and it is hoped that the tribes in and about Walla-Walla valley, between whom and the troops a collision recently took place, will speedily be brought to terms.

Military positions have been occupied in the country recently in possession of the Indians, and judicious movements of the troops will, it is believed, prevent any outbreak of a general nature hereafter.

Much information respecting the origin and progress of this war was communicated to Congress at its last session, and published in Senate Documents Nos. 26 and 66, and House Documents Nos. 93 and 118. The reports of subsequent events contain full information respecting the transactions.

The possessory rights secured to the Hudson's Bay and Puget's Sound companies leave, in this portion of our Territory, traders and others who possess great influence over the Indian tribes, but owe no allegiance to the United States. It will be readily perceived that preceding and during hostilities such persons cannot be expected to pursue any other course than that which would preserve to them the trade and good will of the Indians, and, therefore, that their presence

cannot be otherwise than detrimental to the control of the United States over those tribes. In this connexion, it may not be inappropriate to suggest the propriety of speedily extinguishing such possessory rights.

I regret to state that the efforts of the department have thus far proved unavailing to effect the removal of the Seminole Indians remaining in the peninsula of Florida to the new home provided for them west of the Mississippi river. These Indians have within the past year given repeated evidence of their hostility, and the department has made the necessary arrangements to carry on a vigorous campaign against them during the present season. As large a force as the demands of the service in other quarters will permit has been concentrated in Florida for this purpose, consisting of four companies of the 1st artillery, ten companies of the 4th artillery, the 5th regiment of infantry, and a limited number of volunteer militia, all under the command of Brevet Brigadier General Harney.

The expense and embarrassment to the military service resulting from the present policy of locating posts in advance of settlement, and along emigrant routes across the continent, continue to be seriously felt. It is manifested in the large amounts required for transportation, and in the small garrisons found at most of the posts.

A policy adopted to subserve the purposes of a given case suggests a revision with every material change of circumstances. When from the communities originally established along the Atlantic slope of the United States industrial emigrants went forth to penetrate the wilderness of the Mississippi valley, they found on every hand a fertility which invited to agricultural labor, and each settlement soon became productive of all the necessities of life. Military posts advanced with the progress of the pioneer, and whilst the one afforded protection, the labor of the other soon furnished the supplies required for subsistence. The general fund of the United States was indemnified for expenditures to support these advanced military posts by the results which followed from the appropriation and cultivation of its wild domain. If we have now passed the limit of general fertility, and pushed our military posts into a region where they can never be surrounded by an agricultural producing population, then the circumstances have so materially changed as to call for a revision of the policy which was founded upon a different condition of things, and connected with results which are no longer attainable. The reports of reconnaissance submitted by the War Department within the last two years have given such general and detailed accounts of the character of the country between the Mississippi river and the Pacific ocean as to render here unnecessary its further geographical description. Those reports sufficiently show that, with few exceptions, the country lying between the one hundredth meridian of longitude and the coast-range of mountains overlooking the Pacific ocean, is not susceptible of cultivation without the aid of artificial means, and that the country can probably never be covered by agricultural settlements. A limit has, therefore, been reached, beyond which civilization has ceased to follow in the train of advancing military posts, and the service and support of the military peace establishment is essentially

altered. A new post, established in the desert region to which I have referred, does not become the nucleus of a settlement from which, in a short time, the provisions and forage can be drawn, and the expense for transportation thus reduced to the necessary supply of clothing, groceries, implements, and munitions, but all the heavy articles of subsistence must be procured at a remote market and transported to such frontier posts. Nor is this the only difference; for to this increased amount of transportation is also to be added the difference between the expense of transporting along navigable rivers or over roads through continuous settlements, and that of passing through a desert region where no supplies or assistance are to be obtained, and no roads to be found except those built by the United States, the combustible structures of which are at all times liable to be destroyed by the nomadic tribes who inhabit the country. Without entering more minutely into detail, it will be seen why the cost of transportation has increased so greatly within a few years past, and why efforts, by rigid economy, to reduce the general expense for the army, must prove unavailing until the character of the service required of it has been radically modified. The views presented in relation to the inutility of military posts in this desert region, as connected with the development of the resources of the country, have been expanded in their application by the military reconnaissance referred to, but do not rest upon that species of evidence alone.

The settlement of the Territory of New Mexico was begun long anterior to that of a large portion of the populous districts of the United States, yet to this day cultivation has extended but very little beyond the narrow valleys of the Rio Bravo and the Santa Cruz; and though Forts Laramie and Kearny, on the Oregon route, were established more than eight years since, no agricultural settlements have grown up around either, and thus are the conclusions drawn from the reports of reconnoitering parties as to the general character of the country satisfactorily confirmed. Though we have been in the habit of believing that the great basin of the Territory of Utah presented a fertile oasis, recent events have furnished much reason for doubt as to its capability to sustain any considerable population depending from year to year on the agricultural products which each year's cultivation affords. Assuming, then, that the limits of the fertile regions have been sufficiently well ascertained, and that future operations should be made to conform to the character of the country, the true interests of the public service would seem to suggest important modifications of the policy which heretofore directed the employment of the military force. Instead of dispersing the troops to form small garrisons at numerous posts where they exhibit only weakness to a savage foe, it is suggested that within the fertile regions a few points accessible by steamboats or by railways should be selected, at which large garrisons should be maintained, and from which strong detachments should annually be sent out into the Indian country during the season when the grass will suffice for the support of cavalry horses, and beasts of draught and burden. These detachments would be available both to hunt up and chastise those tribes who had committed depredations, and by passing along the main routes to California, and Oregon and Washington Territories,

would give the needful protection to emigrants during the season of their transit. Experience has shown that small posts are nearly powerless beyond their own limits. Some of the most flagrant depredations have been committed on parties in the vicinity of such military posts, and their inability to pursue and punish the offenders has tended to bring into disrepute the power and energy of the United States, whose citizens were the victims of predatory attacks. Indeed, it is quite supposable that these posts, being fixed points in the route of emigrants, afford the Indians the opportunity of observing each train which passes, and thus enable them to determine upon future operations.

Cavalry cannot be sustained in a state of efficiency unless provided during the winter with stables, grain and hay. At some of the remote posts even the material for construction must be transported a great distance, and the forage can only be furnished at prices which extreme necessity alone will justify. For example: corn delivered at Fort Laramie costs about five dollars a bushel. Infantry garrisons are less expensive, because less forage is required; but, under such circumstances, neither can be sustained except at great cost.

It may be proper further to consider the comparative value of troops thus distributed, and of those serving by detachments from large garrisons quartered in eligible positions. If sufficient garrisons were kept at all the posts now established for the purpose of making expeditions at any time from them among the neighboring tribes, which would require a very considerable augmentation of the present military establishment and a commensurate increase of appropriations for its support, it is not believed that they would be equally effective with marching detachments of the same numerical strength. Their position would be known, their preparations for taking the field would be observed, and a considerable force would necessarily be left behind for the protection of the public property at each military post. The instruction and discipline in quarters would be inferior to that of large garrisons, and the capacity of the troops suddenly emerging from quarters to begin the forced marches of pursuit would be less than that of men inured by a long march and frequent bivouacs to bear fatigue and protect themselves against exposures incident to service in the field. The policy of distribution as at present pursued also involves the frequent construction and abandonment of posts, and with such garrisons as we may expect to have with the present or probable size of the army, involves the employment of all the troops for long periods at constant labor, alike injurious to military instruction and the contentment of the soldier. His compensation at such times is far inferior to that of the common laborer on the frontier, and the prospect of abandoning the position soon after he has made it comparatively comfortable leaves him without an adequate inducement for the sacrifice he is called on to make. A laborer without pay or promise of improvement in his condition, a soldier without the forms and excitement of military life, it is hardly to be wondered at that this state of things should lead to desertion, which has become so frequent as to be one of the great evils of the service. Under the other policy which has been suggested, the troops would be comfortably quartered in the midst of

civilization, their summer campaigns would be the field practice of their profession, the temporary dangers and toils of which give zest to a soldier's life ; and if to these be added the prospect of a return to the comforts, associations, and means of instruction of a large garrison at a well-established post, it is not seen why the service could not be rendered attractive to persons of military spirit, and it is believed that the efficiency of the troops would be increased proportionally as the expense of supporting them would be diminished.

The occupation of Algeria by the French presents a case having much parallelism to that of our western frontier, and affords us the opportunity of profiting by their experience. Their practice, as far as understood by me, is to leave the desert region to the possession of the nomadic tribes ; their outposts, having strong garrisons, are established near the limits of the cultivated region, and their services performed by large detachments making expeditions into the desert regions as required. The marching columns being sufficiently strong to inflict punishment wherever it is deserved, have inspired, it is said, the native tribes with such respect for their power that it has seldom been found necessary to chastise any tribe a second time.

As our present policy rests upon various acts of legislation and the concurrent views of several preceding administrations, a change as radical as that which is here suggested should receive critical examination, and, perhaps, require legislative action before being adopted. The department, if left to the free exercise of its judgment, would have abandoned the policy at present followed, by adopting a few eligible positions, easy of access, and in the midst of a region so productive as to sustain large settlements, from which the bulk of the supplies of the garrisons could be drawn.

More than the usual number of resignations within the past year give evidence of a defective organization, of a policy injurious to professional pride, and of the necessity of increased compensation. Whilst the hard service and frontier stations of the officers of the army require of them sacrifices which no other officers of the government are called upon to make, the expense of living has been greatly augmented, and their pay is nearly the same as that which was fixed more than fifty years ago. There is surely no economy in a practice which must, in the end, drive the more active and intellectual from a service which they adorn, and in which their country specially requires them, to seek a competent support in some other pursuit. As little does it accord with the spirit of generosity or justice to ask at their hands the sacrifice which so many of them make to professional pride and habitual love for their country's service and their country's flag. But little can be hoped until radical changes can be effected, such as can only be suggested after a minute study by the Executive who shall have the good fortune to find the legislative branch prepared to co-operate with him, both in the investigation and the application of a remedy to those evils which belong to changes with which the legislation has not kept pace.

Though special acts have, from time to time, made provisions for the widows and orphans of officers and soldiers of the army who have lost their lives in the discharge of their duty, no such general pro-

vision has been made for the army as that which subsists in relation to the widows and orphans of officers and seamen of the navy. If there was ever a just ground for this discrimination, it is believed that it no longer exists. Whilst the army has no claim to be paid by its government for the capture of the public property of an enemy, large sums have, from time to time, inured to the benefit of our government from that source; and the policy which encourages to deeds of daring in naval warfare by the assurance that the brave sailor who falls in maintaining the honor of his country's flag, leaves in his government a protector and guardian to the family deprived of his support, is certainly, in principle and degree, equally applicable to the soldier, who perils his life in the same cause, and, without the chance of being enriched by pillage, incurs the hazard of leaving his wife and children to want. I would, therefore, again recommend that such legislation be asked as will place the widows and orphans of officers and soldiers of the army on the same footing, with respect to pensions, as those of the officers and seamen of the navy.

I have so often brought forward the necessity of provision by which disabled officers should be retired from active service, that I should be deterred from again repeating it, but for the conviction that it is indispensable to the efficiency of the army, and that each year but renders greater the injury to the public service, resulting from the want of the measure heretofore recommended.

I have to renew the recommendation heretofore presented for such legislation as will give certain and permanent rules for the determination of rank and command, than which nothing is more necessary to secure harmony and efficiency in an army. The act of September 20, 1776, known as the "rules and articles of war," was originally reported by Mr. Jefferson and Mr. John Adams. The latter gives, as a reason for their adoption, that "there was extant one system of articles of war, which had carried two empires to the head of mankind—the Roman and the British—for the British articles of war were only a literal translation of the Roman," and cites as an "observation founded in undoubted fact, that the prosperity of nations had been in proportion to the discipline of their forces by sea and land."

The commendation bestowed by such high authority upon the system then adopted, in connexion with its real merit, may have protected it from future criticism and innovation; and did the circumstances which now surround us continue to be the same as at that time, I should not venture to recommend a legislative revision. But as changes have occurred which give new application to the terms then employed, the necessity is exigent and evident, either for the revision of the subsequent laws, which affect the rules and articles of war, or for a modification of those articles, so as to make them conform to the requirements resulting from subsequent legislation and altered circumstances.

It is true that a revision of the original act was made in 1806, but it contained no important alteration; and since then various acts of legislation, changing the organization of the army, have given rise to questions of construction, and created such radical difficulties in the application of the original rule that further legislation can alone furnish an adequate remedy. For instance, the law known as the

rules and articles of war recognizes three kinds of commissioned officers, viz: those of the line of the army, of the marine corps, and of the militia. It is scarcely to be doubted that the phrase "line of the army" meant the army of the confederation, and included all its officers, whether staff or regimental. But subsequent legislation, creating special corps or departments composed of officers whose duties do not involve the command of troops, has given rise to, and perhaps produced, a necessity for a construction of the phrase "line of the army," which places regimental and staff officers in a relation inconsistent with the general principles of subordination, and which must sometimes seriously embarrass, if not defeat, the great purposes of a campaign. Believing that officers of the army should, with as few exceptions as practicable, have rank effective for purposes of command, I have heretofore presented a proposition for reorganization, which, among other things, was designed to secure generally to officers of the staff that knowledge which can only be acquired by the performance of company and regimental duty. To the views heretofore communicated, in relation to the reorganization of the army, I have only to add that additional experience has but confirmed them.

In the last annual report I called attention to an existing abuse in the discharge from the army of persons who, having represented themselves to the recruiting officers as being of mature age, had, after enlistment and transportation to distant posts, brought forward evidence sufficient to require their discharge, under the provision of the act of September 28, 1850, which directs that "it shall be the duty of the Secretary of War to order the discharge of any soldier of the army of the United States, who, at the time of his enlistment, was under the age of twenty-one years, upon evidence being produced to him that such enlistment was without the consent of his parent or guardian." The regulations of the recruiting service provide carefully devised checks against the enlistment of minors; and if deliberate frauds are practised upon recruiting officers, it is submitted whether legislation should not provide a penalty, rather than attach a premium to its successful perpetration. Experience has shown that the practice is increasing, and the last year furnished examples of its repetition by the same offender. Should a recruiting officer, from neglect or otherwise, enlist a minor so immature that a bare inspection would expose the fact, it is fair to assume that upon proof being submitted, the Secretary of War, besides holding the officer to strict account, would order the discharge of the minor on the application of his parent or guardian, though there should be no mandatory provision of law to require it. But if he should fail in this, in any case so clear as to present an instance of real hardship, it is not to be doubted that an appeal to the civil courts would give adequate protection to the rights of the parent or guardian.

The annual estimates being for the current expenditures, presuppose an annual settlement of all accounts, but it is well known that delays occur for a much longer period, and appropriations for the current year are not unfrequently charged with the settlement of accounts of many years standing. As long as this practice continues, deficiencies must arise, for which the department preparing the esti-

mate is in no degree responsible. It is believed that, as an administrative policy, it would be more wise to require all such arrearages to be grouped with expenditures resulting from unforeseen contingencies, and for which the appropriations were inadequate, into an annual deficiency bill, where an exact account should be rendered of each item of additional appropriation asked for.

To simplify the accounts of disbursements in the military service, and to expedite their final settlement, I have heretofore repeatedly recommended that instead of being arbitrarily divided, as they now are, between two auditors, they should be concentrated at the office of one; and I have to renew the recommendation that an accountant be authorized for the War Department, as the means of securing uniformity in decisions upon that class of questions which, resting upon military usage and the records of the War Office, are necessarily referred to it, and decided by the Secretary of War according to the nature of the case.

Attention is again called to the want of legislation upon the subject of military sites, and the recommendations in my last annual report in that respect are renewed.

The great improvements recently made in small arms, whereby their effective range has been much increased, must, to a considerable extent, supersede the necessity for cannon of small calibre. This consideration, added to the heavy expense attending the maintenance of light batteries in a state of efficiency, has induced the department to limit the number of such batteries to four; and for the purpose of instruction in the use of garrison, sea-coast and siege guns, to assemble one company from each regiment of artillery at the fortification best adapted to experimental firing according to the various modes which the contingencies of active service may demand.

The report of the Colonel of Ordnance is referred to for detailed information in regard to the operations of that branch of the military service under his charge. With the limited means furnished by the appropriations for the year, progress in providing armament for the fortifications, in the manufacturing of small arms of the improved models, and in applying the recent improvements to those of the old model, has necessarily been slow. The fortifications now under construction, and those authorized to be constructed, will require for their armament about 23,000 pieces of ordnance and 3,000 gun-carriages in addition to those at the forts and arsenals. To procure these and to supply each mounted piece at the forts with one hundred rounds of ammunition will, at the usual rate of appropriations, require a period of forty years; but many fortifications not yet commenced or even projected will no doubt be built within that period, so that at the end of the time stated our armament will not probably be more complete than it is at present. It requires no argument to show that fortifications without guns are worse than useless, and guns will have only a part of their value without fortifications. It is therefore evident that armament should keep pace with fortifications, and the latter progress with the necessities for defence. I recommend more liberal appropriations for this object and have estimated accordingly.

The use of wrought iron instead of wood, as a material for gun-

carriages has engaged the attention of the Ordnance department. The durability of this material for gun carriages, especially for a country which may expect to enjoy such long periods of peace, that wooden ones would decay before being required for use, justifies their trial under all circumstances of exposure, and I have directed the proper experiments to be made for determining the fitness of wrought iron for the purpose.

The subject of mounting, in certain positions covering narrow channels, guns of large calibre, to throw hollow projectiles of great diameter and weight, containing sufficient charges of powder to render a single one destructive to any vessel into which it may penetrate, has been examined in connexion with the relative efficiency and destructiveness of such guns and those of the largest of our adopted calibres. Experiment can alone determine whether it is advisable or not to adopt the proposed increase of calibre, and to what extent, and special estimates will be made for the purpose.

In order to simplify our field artillery and at the same time to increase the range and power of that arm, preparation is in progress for trial by the light artillery companies of four batteries of light twelve pounders. These guns are to be made to take the same ammunition as our present twelve pounders, and also to be light enough to be readily managed under the circumstances of service where six pounder batteries are now used. It is intended to have, for general use, but the one piece for field artillery; and for positions, requiring artillery where a gun of that weight cannot be carried, to use the twelve pounder mountain howitzer.

The experiments on gun-metal, which have been carried on by the Ordnance department for some years past, and the results of which have recently been published, have done much to improve the quality of our cannon, and the work contains valuable information on the subject of which it treats. It is quoted and favorably noticed in a late English work "on the physical conditions involved in the construction of artillery, and causes of the destruction of cannon in service." One of the author's remarks, referring to our ordnance reports, is, that "the United States ordnance has really done more to advance, *experimentally*, the art of manufacturing cannon than all the European services together." These experiments have been directed to the determination of the ultimate cohesion of gun-metal, and did not take into consideration the injury sustained by cannon from the continued repetition of the ordinary strains of service-charges. They should be pursued further, for investigation, in regard to extension prior to rupture, by less strains than are requisite to produce it. The information already acquired on this subject would be much more valuable to the government, if we had a national foundry where it could be applied to practical use. Further investigations might also be made with more facility and accuracy at such an establishment; and I renew the recommendation, heretofore repeatedly made, for the proper legislation to authorize its construction.

The operations at the national armories have been restricted to the completion of new models for small arms; the alteration of old models to long range rifled arms, and to the preparations requisite for the

exclusive manufacture of the adopted new model, of which many of the parts have been fabricated. This model, which is common in its general principles to all our small arms, is a rifled arm, (such as is commonly called the Minié rifle,) with the improvement of a lock, after Maynard's plan, self-priming, when used with the Maynard primers, and as well adapted to use with the percussion cap as the ordinary percussion lock. The alteration of flint lock to rifled arms, with the self-priming lock, has been effected to the limited extent which the means available for the purpose would allow. The results of trials with these arms leave no doubt of the propriety of the measure, which I heretofore recommended, of altering all the old model arms of the United States, including those distributed to States and Territories, by converting them into rifled arms, with the percussion self-priming lock, so as to make them conform to the new model. The arguments then advanced in favor of granting the authority and means for executing this measure have lost none of their force by subsequent reflection and experience. The propriety and necessity of using only the best and most effective arms is obvious. With a population accustomed to the use of arms, familiar with, and competent to judge of their merits or defects, the moral effect of feeling themselves inferior in their armament and equipment would be disastrous. The only point, then, which remains for consideration is, whether the improvements can be applied to our present arms, so as to give to them the desired efficiency. The importance of the improvements and the susceptibility of our arms to receive them are not matters of theory or speculation, but have been proved by actual trial. It is not proposed to hasten, inconsiderately, to the adoption of a scheme of questionable advantage, but one which has undergone various and repeated tests in our own and in other countries, and the merits of which have been practicably established. New models of small arms, with the improvements before mentioned, have been completed, and the alteration of arms of the old model, so as to apply to them all the modern improvements, has been commenced and has progressed far enough to show conclusively that they can be made equal in efficiency to those of the new model. There is in the United States arsenals, and in possession of the States, upwards of half a million of these arms, which have cost between six and seven millions of dollars. In their present condition they are very inferior to the improved arms, and, in order to be made properly efficient and servicable, they must be altered. It will be remembered that, for many years past, this government has steadily, and at great cost, been filling our arsenals with arms of superior quality, according to any then known standards. Recent improvements have rendered these arms relatively inferior; but, fortunately, we need not lose the fruit of our previous labors. In a short time, with adequate means, we may apply to our present stock of arms these recent improvements, and thus rapidly and satisfactorily give to them the greatest known military efficiency. The propriety of the measure being demonstrated, its execution becomes a mere question of time. Shall it be done as rapidly as practicable, or linger on through the long period of time which will be required to do the work, with the ordinary appropriation? The rapid accomplishment

of this work has the advantage of being more economical, for it is obvious that, as the number of arms altered in a given time is increased, the *pro rata* cost is diminished; to which is to be added another and more important consideration, that of being prepared at the earliest period to meet any emergency.

Reports of experiments by the Ordnance department with the improved small arms have been printed and distributed for the use of the army and militia; to the latter in the proportion of their distributive share of arms as fixed by law. The diffusion among the volunteer and militia troops of the information therein contained, respecting the improved arms, will enable them to learn their powers and understand, theoretically, their use, in anticipation of having such weapons furnished to them.

But to give them a practical knowledge of improved small arms they should be placed in their hands for purposes of instruction in time of peace; and, to this end, I renew the recommendation heretofore made for an appropriation which will enable the government to alter the small arms heretofore issued to the States for the use of the militia, so as to make them conform to the improved model which has been adopted for the United States service. And it is also recommended that the attention of Congress be called to the necessity of providing, by law, a better system of accountability for arms furnished by the general government to the States.

From the failure of inventors and patentees to deliver the breech-loading arms, which were ordered for trial, it has not been possible yet to make the practical tests which are necessary to ascertain "the best breech-loading rifle," or whether any of those, which, on preliminary examination, presumed to be useful, will be found, after trial in the field, worthy of being adopted into the military service.

The District of Columbia armory building will soon be completed at a cost not exceeding the appropriation, which, it will be remembered, did not include furniture for the building, nor the improvement of the adjacent grounds.

Sites have been selected for the new arsenals in Texas, New Mexico, and Washington Territory, for which appropriations were made at the last session of Congress, and measures have been taken to secure valid titles thereto, as required by law, before commencing the needful buildings.

A greater concentration of the operations of the Ordnance department, so far as respects arsenals of construction, is desirable. To confine such work to four principal arsenals—one at the north and one at the south in the Atlantic States; a third in the west, on the Mississippi, or at a point convenient for the transportation of its products to that river; and a fourth on the Pacific coast—will secure the advantages of greater uniformity and economy in constructing, and at the same time afford practical instruction to the officers and enlisted men in all the various duties of this branch of the military service. This may be done without reducing the number of arsenals of deposit, or interfering with the establishment of others at desirable positions, the purpose being merely to restrict construction to the four principal arsenals located as above stated. Of the present arsenals, one cer-

tainly, the Watervliet arsenal, in New York, and another probably, the North Carolina arsenal, at Fayetteville, may be used as arsenals of construction. These, with the arsenal just begun at Benicia, California, may, by proper additions to their present buildings, workshops, machinery, and other means for storage and fabrication, be made three of the constructing arsenals. The public land pertaining to the arsenal at St. Louis is too contracted to be suitable for this purpose, for which, in all other respects, it would answer well. The remaining arsenal of construction should, therefore, be built on a suitable site, to be selected for the purpose. To effect this desirable arrangement will require legislation, appropriating means for increasing the capacity of these arsenals if selected from those already existing, and for their construction if they are to be built.

Our seacoast fortifications, the condition of which is described in the report of the Chief Engineer, have been in steady progress during the past year, but much yet remains to be done before many of the most important works will be completed according to the plans adopted.

Whatever may have been the opinion in regard to the value of fortifications for harbor defence, it is believed that recent events have fully demonstrated their sufficiency. The failure of the formidable naval armaments of the allies against the fortified places in the Black sea and the Baltic would seem to show conclusively that properly constructed fortifications are a sure reliance against the most formidable fleets; whilst these operations, at the same time, exhibit the ability with which a maritime nation may, from a condition of profound peace, fit out expeditions of great magnitude to operate on a distant enemy. Remoteness from the great naval powers of the world can, therefore, no longer be considered as giving to our commercial cities immunity from the danger of a sudden descent; they may, however, it is seen, be adequately protected by proper preparation, but such preparation requires time for its accomplishment. Fortifications, in order to insure their full efficiency, are not the work of a few weeks or months, but often of many years. Batteries hastily constructed may be useful as auxiliaries to more important defences, but they should seldom be relied on alone. When it is necessary to resort to such temporary works, it would be easy to show that these defences are far less economical than permanent works in cost of construction, in the amount of the necessary armament, and in the number of men required for their service. Indeed, this will be obvious to any one who has, by examination of a permanent fort, compared the easy management, and the rapidity and efficiency of fire of its heavy guns, with those that must be used behind a hastily constructed breastwork, and particularly where rapid firing against a moving body is required.

The defences of many of our most important seaports, which are still inadequately protected, can be properly effected only by liberal and regular grants from Congress for the completion of the works already under construction, and for the commencement of such new ones as it is proposed to erect. Economy of construction will be promoted by the appropriation of sums as large as can be judiciously applied within the year, and earlier efficiency will be attained as the works may thus be brought sooner to a state of completion; therefore,

the estimates for the next year have been prepared with a view to hasten the completion of all the most important works now under construction.

During the late war in Europe a commission of officers of the army was sent out, with your approbation, to use the opportunity afforded by extensive military preparations and movements of troops, to collect information which might be useful in our service. The commission, composed of three officers of different corps, visited the scenes of operations in the northern and southern parts of Russia, and many military establishments in England, France, Prussia and Austria. In Russia they were received with the most courteous liberality, and every facility which their time allowed was extended to them for accomplishing their object. They did not obtain access to places actually besieged, but they were permitted to examine the extensive and interesting fortifications of Cronstadt, before which an allied fleet was then lying. At St. Petersburg and Moscow, they visited the camps, barracks, military schools, hospitals and arsenals; at Warsaw, and in its vicinity, they had an opportunity of seeing fortifications of great extent, constructed on the modern system of the Russian engineers, who have acquired deserved celebrity by the skill and energy displayed in the protracted defence of Sebastopol.

The English government, "trusting to the honor of officers," freely permitted the commission to visit their camp in the Crimea; but the conditions at that time stipulated by the French authorities, in according a like permission, could not be then acceded to by the commission without giving up other important objects. On arriving in the Crimea, a short time after the retreat of the Russians from the south side of the harbor of Sebastopol, the commission met with a hospitable reception and kind assistance from the commanders and other officers of the English and Sardinian armies. Their visit to the Crimea at this time enabled them to see the camp arrangements, troops and siege works of the allies, and also to examine the fortifications of Sebastopol, in the state in which they were left after the last assault. Here and at Constantinople the arrangements for the transportation and subsistence of the troops and for the cure of the sick and wounded, in the field and permanent hospitals, also came under their notice.

In returning from the east they examined, with the courteous permission of the governments, many of the Prussian and Austrian military establishments, fortifications, arsenals and other manufactories, military schools and barracks of the various corps of troops. In passing through Belgium they visited the government foundry for cannon and some of the manufactories of small arms at Liege; and in entering France they had opportunities of seeing some of the principal fortifications, arsenals and dock yards.

The commission returned home in April last, after an absence of a year. The preparation of their detailed report is delayed by the necessity of assigning some of the officers to other duty, but it will probably be completed before the end of the approaching session of Congress.

The Military Academy continues successfully to perform its high

mission. It is steadily advancing in all which facilitates thorough instruction; and whilst its purpose is mainly the education of warrant officers to prepare them for the responsibilities of higher grades, its benefits are co-extensive with the Union, and its influence felt in all the pursuits of our country. The mode of appointment prevents its advantages from ever being confined to any class of society—to any political party or geographical section; and as it is the first step in the military ladder, the army is thus furnished with a body of officers who represent the whole country, and who, by being reared in its service, may be expected to feel for the country as a whole, and in any and every contingency to prove a reliable bulwark for the common defence. Since the organization of the academy in 1802, it has steadily expanded with the increasing growth of the country, and the requirements of the institution have long since changed it from its original character of an engineer station and made it an important post of the army, at which every arm and a great majority of the regiments are represented in the persons of their officers. In the meantime, a demand for engineer officers in surveys and works of construction has not permitted the corps of engineers to furnish more than a small portion of the officers selected for duty at the academy. Thus it will be seen, from the necessity of the case, that the condition of the academy has long since ceased to conform to the terms of the law for its establishment, as was more specifically set forth in my last annual report.

For more detailed information, I refer to the annual report of the Board of Visitors and the report of the Chief Engineer, who, by his office, is also inspector of the academy.

The military roads in the various Territories provided for by acts of Congress have been steadily progressing; some are now completed, and work on them terminated; others are under contract, or in charge of officers, and will be prosecuted as the means placed at the disposal of the department will admit. Experience, thus far obtained, has demonstrated that in all cases, except where the location is in a prairie country, the appropriations will prove inadequate to complete the roads in a substantial manner.

This remark especially applies to the Territories of Washington, Oregon, and Minnesota. It is readily accounted for in the first two by the rugged mountains, deep and rapid streams, and the unusually heavy forest found throughout that region; in the last, on account of the great length of the roads, the heavy forest, and the number of streams to be bridged. For their completion on the scale originally contemplated additional means will be required.

By act of Congress dated February 17, 1855, \$10,000 was appropriated for cutting out the timber on the road from Fort Ripley, via Crow-wing river, to the main road leading to the Red river of the North. The location of the route, as indicated, was found circuitous and objectionable. Under the circumstances, it was considered the duty of the department to suspend all action on this road until Congress could so modify the terms of the law as to admit of the money being expended along the most advantageous line. Such a modification is recommended.

An appropriation of \$30,000 was made on February 6, 1855, for the construction of the road from the Great Falls of the Missouri to intersect the road leading from Walla-Walla to Puget Sound. This sum was entirely inadequate to effect the object as an independent measure, and the department contemplated using it in connexion with the movement of a body of troops from the Upper Missouri to the valley of the Columbia river; but the unexpected demand created by the hostilities in Washington and Oregon Territories rendered it necessary to despatch the troops designed for this service by another and a speedier route. It has, therefore, not been possible advantageously to expend the appropriation, and the work has not been commenced.

The general rule which I have adopted and insisted upon, where a new appropriation has been made for a specific object, as for the construction of a road between two named points, is to determine on a plan for the work according to the scale indicated by the amount appropriated; and if it be evidently impossible, upon any plan which can be devised, to accomplish the proposed object with the means conferred, then to delay the commencement of the work, and report the fact, that either an additional appropriation may be made, or the work be abandoned. This rule, of course, has no application to those annual appropriations which are made as parts of the estimate originally presented for the completion of a work for which many years of continuous operation would be necessarily required.

The appropriations for the harbor and river works, intrusted to the corps of topographical engineers, are so nearly exhausted, that, with a very few exceptions, the operations upon them cannot be continued, yet they nearly all remain unfinished.

In carrying into effect the law of 1852, making appropriations for various internal improvements, the department has endeavored, with each appropriation, to complete the improvement for which it was made, but the means have been generally found so insufficient as to render this impracticable; and I recommend that these unfinished works, for the continuation of which there are no adequate means, with the material and small balance of money on hand, be turned over to the local authorities of each place where constructions have been commenced, that they may be completed by means to be derived from those most immediately interested.

Dredge boats have been built from appropriations for each of the northern lakes, except Superior, and when appropriations for the improvements on a lake are exhausted, the boat is not considered transferable for operations elsewhere, and the department is left without means for its custody and occasional repair. Their peculiar construction rendering them of little value for any other purpose than that for which they were originally designed, it is not found possible to realize by their sale more than a small fraction of their original cost. It is recommended that authority be conferred on the Secretary of War to transfer these boats into any lake for the improvement of which there may be available means; and, further, when no longer required for public purpose, to authorize their use by any town, corporation, or company, under such regulations and conditions as will secure their return to the United States in good order, whenever they may be again required.

The survey of the northwestern lakes has progressed during the past season on a scale commensurate with the appropriations for that object, and the value of the work and the creditable manner in which it has been performed are evinced by the high appreciation in which the charts are held by the navigators of the lakes. The necessity for exact knowledge of these inland seas, which form an exposed part of our frontier, is too obvious to require elucidation.

For more detailed information on the condition of these several works reference is made to the report of the colonel of topographical engineers.

A report is herewith submitted from the office of this department connected with the explorations made to ascertain the most practicable route for a railroad to the Pacific, to which I refer for a detailed account of the duties performed in that relation during the past year.

My last annual report contained a brief reference to the principal results of the explorations and surveys made during that year in connexion with the routes near the 35th and 32d parallels, and between the Gila and Rio Grande. The report of the officer charged with these duties shows the proposed railroad line between the bay of San Francisco and the plain of Los Angeles to be an eminently practicable route. It occupies the valley of the San José and Salinas rivers, crosses the Santa Lucia mountains near San Luis Obispo, traverses the rolling country adjacent to the coast as far as Tres Alamos river, and thence to the mouth of the Gaviote creek, either passes along the valley of Santa Inez river and the Gaviote Pass or follows the coast, turning Point Conception; from the mouth of Gaviote creek it follows the shore-line to San Buenaventura, and crosses the Santa Clara plain, the Lemi Pass, and the San Fernando plain to Los Angeles.

The distance from San José, near the bay of San Francisco, to Los Angeles, by the shortest line, is 396 miles. Two tunnels are proposed, each three-fourths of a mile in length, one on the San Luis Pass, through the Santa Lucia mountains, and the other in the Lemi Pass. The estimated cost of this route, including equipment, is \$20,823,750, or about \$52,600 per mile.

A favorable pass, leading from the valley of the Salinas river to the Tulares valley, was discovered by this party, forming a good connexion with the bay of San Francisco for the route of the 35th parallel.

The results of the survey, it was formerly stated, have greatly improved the aspect of the first route surveyed between the Pimas villages on the Gila and the Rio Grande, by changing the line for nearly half the distance from barren ground to cultivable valleys, and entirely avoiding a *jornada* of eighty miles which occurs in that section. The route now follows the valleys of the Gila and the San Pedro rivers to the mouth of the Arivaypa; a tributary of the San Pedro discovered by this party, continues up that stream to its source, crosses between Mount Graham and Chiricahui mountains by a very favorable pass, proceeds in a direct course through the Peloncillo mountains and joins the former line in the vicinity of Col Cooke's emigrant road. From this point to the Rio Grande the route lies in the lowest line of the depression which characterizes the plateau

of the Sierra Madre in this latitude, the mean elevation of which is about 4,400 feet above the level of the sea, the summit being 4,600 feet above that level.

The maximum grade upon this route is 64.4 feet per mile. The route for two-thirds of the distance is represented as being most favorable for a railroad; the remaining one-third being nearly equally divided between ground of a rolling and mountainous character.

The examinations of this party, in reference to the practicability of procuring water, show that it may be obtained at suitable distances by common wells and conduits, supplied from permanent streams. In some localities artesian wells might probably be resorted to successfully.

The estimated cost of the whole distance, 345 miles, is \$15,300,000, or about \$44,000 per mile. The estimate, based upon a thorough re-examination of the ground, and a close study of the subject by the officers in charge of the survey, coincides very nearly with that made by the officer who presented the general revisory report upon the first explorations.

It is deemed proper to call especial attention to this coincidence, so strongly exhibiting the general reliability of these estimates, because a minority report made at the last session of Congress, from a committee of the House of Representatives, characterized the estimates, based on the reconnaissances of the topographical engineers, as unreliable, and adduced to sustain that disparaging reflection, the fact that on one of the lines explored, the preliminary estimate of the officer in charge greatly exceeded that which he presented after a further study of his observations in the field; this, too, being in disregard of the fact that the first estimate was hastily made by the explorer to meet a pressing demand for his report, and was at the time stated by him to have been prepared in anticipation of the future examination of the data he had collected. In the remarks of the revising officer which accompanied the reports it was also pointed out that this estimate was probably largely in excess.

Although the two lines between the Gila and Rio Grande, of which the estimated cost is so nearly alike, are over different routes, the features of the ground, so far as they would affect the cost of construction of a railroad, are nearly identical; the advantages of the new line depending upon other considerations already enumerated.

Similar remarks may be applied to the estimated cost of the two routes between the plains of Los Angeles and San Francisco, though the coincidence there is not so close, the character of the ground being such as would cause a difference of expense in the road-bed formation.

In addition to his own results, the officer in command of this party has presented those of an instrumental survey from San Diego bay, through Warner's Pass to the Colorado desert, made under the auspices of the San Diego and Gila Railroad Company.

The engineer of this company estimates the cost of a railroad on this route from San Diego to Fort Yuma, distance 189.1 miles, at \$7,571,500; one half of this distance being estimated at \$14,615 per mile, and the other half at \$65,085 per mile. These estimates are much less than those contained in the reports of the officers of this department for routes passing over similar ground. Either standard of cost per mile applied to the routes from Fort Yuma to San Diego

and from Fort Yuma to San Pedro, through the San Gorgonio pass, gives about the same total amount of cost for each route. The line to San Diego forms the shortest route to the Pacific, the distances being, from Fulton to San Diego 1,548 miles, from Fulton to San Pedro 1,618 miles. If the final terminus of a Pacific railroad is to be San Francisco, the route through the San Gorgonio Pass to San Pedro is preferable to that to San Diego, since the former port is about 100 miles the nearer to San Francisco.

The party directed to explore the country between the Sacramento and Columbia rivers, with a view to ascertain the practicability of connecting these valleys by a railroad, examined two routes, one east, the other west of the Cascade range.

The former accomplishes the passage of the western chain of the Sierra Nevada by following Pitt river. The route then traverses a sterile plateau elevated from four to five thousand feet above the sea, to the head of the Des Chutes river. Serious obstacles to the construction of a railroad are encountered at the cañon of Pitt river, and near upper Klamath lake. Wood and water are sufficiently abundant. The deep cañons in which the Des Chutes river and its tributaries flow render it impracticable for a railroad to follow its valley to the Columbia river. A practicable although difficult pass was examined through the Cascade range near Diamond Peak, by which the road can reach the Willamette valley; the route through which to the Columbia is very favorable to the construction of a railroad. The route west of the Cascade range is through the Willamette, Umpqua, Rogue River, and Shasta valleys. It proved to be more favorable than had been anticipated, and had not the smallness of the party and its inability to obtain an escort during the existence of Indian hostilities prevented lateral reconnaissances, it appears probable that a practicable line to Fort Reading would have been found, traversing for nearly the whole distance a fertile and inhabited region.

Between the Columbia river and Fort Lane in Rogue River valley, the Kalapooya mountains, Umpqua mountains and the Grave Creek hills are the chief obstacles to the construction of a railroad. An excellent pass through the first, and a difficult but practicable pass through the second, were surveyed. The Grave Creek hills, it is thought, can be turned.

Information respecting a pass from Rogue River valley to the plateau east of the Cascade mountains makes it probable that an easy connexion with the first route examined may be made, and this will be especially important should the obstacles encountered between Fort Lane and Fort Reading be shown by further examination to be insurmountable.

The pass examined through the Siskiyou mountains which separate Rogue River and Shasta valleys was very unfavorable to the construction of a railroad.

From Shasta valley to Fort Reading the route over the Scott and Trinity mountains is reported utterly impracticable. A feasible location between these places might be obtained by following the Sacramento valley.

The route east of the Cascade range may be considered practicable. The total distance by it from Benicia to Vancouver is about 800 miles,

of which only 350 miles are in a fertile and settled region. The construction for about 250 miles would be very difficult and costly ; for the remainder of the distance the work would be light.

The principal advantage of a route west of the Cascade range would consist in its traversing a fertile and inhabited country. By the line surveyed the total distance from Benicia to Vancouver is 680 miles, of which 500 would be easy of construction, 100 difficult and costly, and 80 so difficult and expensive as to be considered impracticable.

Additional experiments have been made, during the past year, by the party previously engaged in testing the practicability of procuring water by means of artesian wells upon the Llano Estacado, and upon the table-lands west of the Rio Grande. In the latter region the trial has not been prosecuted sufficiently far to admit of satisfactory conclusions. The work upon the Llano, which had been suspended until additional tubing could be procured, was resumed, and a well has been sunk to the depth of 861 feet. At the depths of 245 and 676 feet seams of pure and palatable water were laid open ; the first rising in the well 25 feet, and the second to within 110 feet of the surface. As no water rose above this point it has not yet been practically demonstrated that, in this region, there are subterranean streams which can be made to flow upon the surface ; but nothing has been developed to change the opinion, heretofore expressed, that the experiment will be attended with success, if prosecuted to the depth then contemplated by the department.

More detailed information regarding the late operations will be found in the report from the office connected with these explorations.

The well has been left in such condition that the boring may be continued from the point where it ceased, should future appropriations admit the resumption of the work.

The important results that may attend the solution of this question, not only in connexion with the construction of a railroad, but also in the development of the resources which the country may contain, have been already noticed in previous reports from this department.

The topographical survey carried on in connexion with this work have improved the location of that portion of the railroad route near the thirty-second parallel east of the Rio Grande.

Since the last annual report the cargo of camels, thirty-two in number, then referred to as being expected, have been landed on the coast of Texas and taken into the interior of the country. Much time was required for their recovery from the effects of a long sea voyage, and but little use has therefore been made of them in the transportation of supplies. On one occasion, it is reported, that a train, consisting of wagons and camels, was sent from Camp Verde to San Antonio, a distance of sixty miles, over a road not worse than those usually found on the frontier, and the result as given is, that the quantity brought back by six camels (3,648 pounds) was equal to the loads of two wagons drawn by six mules each, and the time occupied by the camels was two days and six hours ; that by the wagons four days and thirty minutes. On another occasion, the capacity of the camel for travelling over steep acclivities and on muddy roads was tested with the most satisfactory result. Instead of making the detour, rendered necessary in the location of the road, to avoid a rugged

mountain, impracticable for wagons, the camels followed a trail which passed directly over it; and a heavy rain occurring whilst they were at the depot to which they had been sent for supplies, the road was rendered so muddy that it was considered impassable by loaded wagons, the train of camels was nevertheless loaded with an average of 328 pounds each, and returned to their encampment, a distance of sixty miles, in two days, suffering, as it is reported, no interruption or unusual fatigue from the mud over which they passed, or the torrents of rain which fell upon them.

These tests fully realize the anticipations entertained of their usefulness in the transportation of military supplies.

The experiment of introducing them into the climate of the United States has been confined to the southern frontier of Texas. Thus far the result is as favorable as the most sanguine could have hoped. Of thirty-four animals imported, two have died—one from accidental injury, and the other from cause unknown. When it is remembered that this is the year of their acclimation, in a climate subject to sudden and violent changes, and of the use by them of herbage very different from that of the countries from which they were imported, there is every reason to believe that as little difficulty will be encountered in the acclimation of the camel as that of the horse or the ox.

The very intelligent officer who was sent abroad to procure them, and who has remained in charge of them, expresses entire confidence, both of their great value for purposes of transportation and of their adaptation to the climate of a large part of the United States.

When we remember that the camel was among the first beasts domesticated by man, it furnishes ground for no little surprise that we should have remained, down to the present day, so little informed of its habits and physiology. The information which has been acquired in the progress of this experiment is of a highly interesting character, and must serve to dispel most of those apprehensions which were entertained when it was first proposed to introduce camels into the United States for military purposes. By the kindness of the Secretary of the Navy, I have been again permitted to freight a store-ship, on its return voyage from the Mediterranean, with another cargo of these animals, to be purchased from the unexpended balance of the appropriation, and Lieutenant D. D. Porter, of the navy, commanding, was charged with the duty of procuring them, and it is expected that another shipment of about forty in number will be landed during the present winter on the coast of Texas, and sent up to the encampment where those formerly obtained are now located, where we shall have for practical test about seventy animals.

The construction of the Capitol extension has advanced as rapidly as the supply of marble would permit. The building is roofed in, the ceilings of the representatives and of the senate chamber are completed, and the interior finish is begun.

Several committee rooms have been finished, and others, though not yet painted, have been temporarily occupied by committees, in consequence of the deficiency of room in the old building. The decoration of these rooms was thus deferred, to be resumed during the recess of Congress.

The vast quantity of marble for the porticos, in which there are a

hundred columns, will require at least two seasons for its delivery, but the occupation of the building need not be delayed until the completion of these porticos. As soon as the main body of the wings is completed, which, including the ventilating and heating apparatus, it is expected will be accomplished during the next summer, the building may be occupied.

In my last annual report, and in communications since made in answer to resolutions of Congress, it was announced that specimens of painting and decoration, of encaustic tile-flooring, of cast-iron windows and door casings, had been prepared for the inspection of Congress, and that other improvements on the original plan were contemplated.

It was then stated that if this higher style of finish was adopted, the cost of the building must be proportionably increased. And as the original plan and estimate was for the lower style of finish found in the main building, it was deemed proper to submit to Congress for decision the question of changing the style to the higher standard of the present state of architectural skill; and it was suggested that improvements might be introduced to a greater or less extent, as Congress might provide. Awaiting the decision of this question, no further appropriation for the Capitol extension was presented in the annual estimates of this department. During the session, and with the understanding that it was the will of Congress that the higher style of finish should be introduced into the whole building, an estimate for the current year's expenditure was transmitted to Congress, and an appropriation was made in accordance with it. I have this year caused estimates to be made on the hypothesis that the building is to be completed, both as to material and workmanship, so as to conform throughout to those parts which have already been constructed; and it appears that the additional sum which will thus be required is two million one hundred thousand dollars, of which a portion is asked in the annual estimate for the next fiscal year.

The work upon the new dome, suspended during the session of Congress, has been resumed. The machinery for the removal of the masonry of the old dome and construction of the new has been erected, and the old dome has been completely demolished.

Great care is necessary in forming upon the old walls the foundations to support the iron work, and the means adopted and described in the report of the officer in charge seem well adapted to insure success.

The design which was originally adopted by Congress appears to have been in advance of a study of its details and an estimate of its cost. Inquiries by the committees of the House of Representatives, and to which the department replied, indicated a probable change in the plan of the dome; and under these circumstances, it has been deemed advisable to await further action. Therefore, no estimate is presented by this department for the continuation of that structure, as the amount that will be required must depend upon the plan to be executed.

The continuation of the General Post Office building has been urged as rapidly as the supply of materials allowed. A large part of the cellar and basement story is constructed, and much marble has been

worked, and is ready to be set in the upper stories as soon as the granite to complete the basement is received.

The workmanship of the Post Office and Capitol extensions is such as to reflect credit upon the mechanics of our country.

These buildings promise to be enduring monuments of the present state of the arts in the United States.

The work upon the Washington aqueduct was suspended in July for the want of means, and the appropriation made in August did not, on account of the season, then allow of, if indeed it was intended for a resumption of operations.

The terms of that appropriation, as construed by the department, limited its application to the payment of existing liabilities and the preservation of the work. The doubt thus suggested as to the future policy of Congress in reference to the further prosecution of the work, has prevented me from submitting an estimate for that purpose.

Every interruption in the progress of construction must increase its final cost, and be attended by loss, both to the government and to the contractors; therefore, should it be decided to complete the aqueduct, it is believed that true economy would be promoted by granting sufficient means to undertake the whole work at the same time. For further information in relation to the Capitol and Post Office extensions, and the construction of the aqueduct, I refer to the report of the officer who has charge of, and has so ably and satisfactorily conducted them.

Attention is invited to the necessity for further legislation to improve the condition and render more perfect the instruction of the militia force of the United States. This subject has claimed the attention of many of your illustrious predecessors, and has been in the most urgent terms presented to the consideration of Congress at various times, beginning with the first year in the existence of our constitutional Union; but little has been done for the practical advancement of an object which, in the language of President Washington, "is abundantly urged by its own importance." It is rather to be feared, judging by the irregular and very defective returns received at this department, that the militia system is falling into disuse. This would seem to indicate a defect in the organization, and a necessity for further action by Congress. That body, in the language of President Jefferson, when speaking of the state of the militia in 1808, "alone having the power to produce an uniform state of preparation in this great organ of defence."

During the past year books of tactical instruction and of experiments in the firing of small arms at the long ranges obtained by modern improvements have been issued to the States for the use of the militia. A new edition of the Army Regulations, which will soon be published, it is designed to distribute in like manner; and it is recommended that provision be made which will enable the department to supply such text-books as will give to the militia the means of acquiring the necessary information in respect to the various duties of troops in the field; all of which is requisite that Congress may fully provide for the use of the militia "to execute the laws of the Union, suppress insurrection, and repel invasion," as empowered by the Constitution. To use the language of President Jefferson, in his last

annual message, "the extraordinary character of the times in which we live" impresses with more than usual force the necessity for a thorough organization of the militia, described by President Washington "as the natural defence of the country, the most effectual as well as economical preservative of peace." The use of the army and navy for the preservation of domestic order is for many reasons objectionable, and should only be resorted to when the peculiar necessities of the case shall justify it. Should the civil authorities, aided by a posse, at any time be insufficient to enforce obedience to the laws, the nature of our institutions seems to indicate as the next step the employment of the militia. The authority conferred to employ the army and navy was not granted in the first instance, but after a lapse of years was added to that for the employment of the militia, and would seem to be the remedy for such extraordinary cases as justify a resort to the additional means granted; but the occurrence of such cases must in no small degree depend upon the perfection of the organization and discipline of the militia.

Since my last annual report the unhappy condition of affairs in the Territory of Kansas has caused the troops stationed there to be diverted from the campaign in which it was designed to employ them against the Cheyenne Indians, and devolved upon them the delicate and most ungracious task of intervening to suppress insurrectionary movements by citizens of the United States against the organized government of the Territory. To maintain the supremacy of law, and to sustain the regularly constituted authorities of the government, they were compelled to take the field against those whom it is their habit to regard not only with feelings of kindness, but with protective care. Energy tempered with forbearance, and firmness directed by more than ordinary judgment, have enabled them to check civil strife, and to restore order and tranquillity, without shedding one drop of blood.

In aid of the civil authorities they have arrested violators of the peace; have expelled lawless bands from the Territory; and, vigilantly guarding its borders, have met and disarmed bodies of men organized, armed, equipped, and advancing for aggressive invasion, whilst the actual use of their own weapons has been reserved for the common enemies of the United States.

I concur in the high commendation which the commanding general of the department of the west bestows on Lieutenant Colonel Cooke, commanding in the field, and to the officers and men who have thus satisfactorily performed the disagreeable duty which was imposed upon them; and I am sure they could receive no more grateful reward than an exemption from the future performance of such duty, and the assurance that their labors have contributed to the tranquillity and prosperity of the country in which they are stationed. Upon notice from the executive of the Territory that peace has been restored, the troops have been withdrawn from the field and returned to winter quarters.

I have the honor to be, very respectfully, your obedient servant,

JEFF'N DAVIS,

Secretary of War.

THE PRESIDENT OF THE UNITED STATES.

Documents accompanying the report of the Secretary of War.

- No. 1. Letters from the Secretary of War and the Adjutant General.
- No. 2. Reports from Colonel E. V. Sumner.
- No. 3. Reports from the department of the west.
- No. 4. Reports from the department of the Pacific.
- No. 5. Report upon the progress of the Pacific railroad, explorations and surveys.
- No. 6. Report on the Capitol extension, reconstruction of dome, and Post Office extension.
- No. 7. Communication from the Commanding General and statements of the Adjutant General.
- No. 8. Report of the Quartermaster General.
- No. 9. Report of the Commissary General.
- No. 10. Report of the Paymaster General.
- No. 11. Report of the Surgeon General.
- No. 12. Report of the Chief Engineer.
- No. 13. Report of the Chief Topographical Engineer.
- No. 14. Report of the Chief of Ordnance.

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No. 1.

LETTERS FROM THE SECRETARY OF WAR AND THE ADJUTANT GENERAL.

Letters from the Secretary of War, to—

- Colonel E. V. Sumner, May 23, 1856.
- General P. F. Smith, June 22, 1856.
- General P. F. Smith, September 3, 1856.
- Governors of Kentucky and Illinois, September 3, 1856.
- Major W. H. Emory, September 3, 1856.
- General P. F. Smith, (telegraph,) September 9, 1856.

WAR DEPARTMENT,
Washington, May 23, 1856.

SIR: Your letter of the 12th instant, this day submitted to me by the Adjutant General, has been read, with its enclosures.

You have justly construed your instructions, and your course is approved. The zeal manifested by you to preserve order and prevent civil strife between our fellow citizens in Kansas receives full commendation; but you have properly refused to interpose the military power of the United States, except under the circumstances and conditions contemplated in your instructions, authorized by the laws of the United States, and warranted by the genius of our political institutions. It will be equally within your province to maintain the supremacy of the law and the duly authorized government of the Territory, from whatever source they may be assailed, whenever the government shall require your aid in the manner specified in your instructions; and for the great purpose which justifies the employment of military force, it matters not whether the subversion of the law arises from a denial of the existence of the government, or whether it proceed from a lawless disregard of the rights to protection of persons and property for the security of which the government was ordained and established.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

Colonel E. V. SUMNER,
*Commanding First Regiment Cavalry,
Fort Leavenworth, Kansas.*

WAR DEPARTMENT,
Washington, June 27, 1856.

SIR: You will receive special order No. 67, of this date, assigning you to the command of the department of the west, and, in addition to the general duties which that position will devolve upon you, your attention is especially directed to the present disturbed condition of the inhabitants of the Territory of Kansas. Enclosed you will find a copy of a proclamation of the President of the United States, and of a letter of instructions directed to the commanding officers of Forts Leavenworth and Riley, to which you are referred for the views of the Executive, and for the government of your conduct in the contingencies therein contemplated; and if, in such contingencies, you should be called upon to use any portion of the troops under your command to aid the civil authorities in arresting offenders, a detachment of troops for that purpose will be directed to accompany the civil officer charged with the process, and to aid him in the execution of his duties, both in making the arrests and in conducting prisoners to places where they may be safely kept by the civil authorities.

In discharging the delicate functions arising from the peculiar con-

dition of affairs in Kansas, you will carefully abstain from encroaching in any degree upon the proper sphere of the civil authorities, and will observe the greatest caution to avoid any conflict between the civil and the military power.

You will report directly to this department, and communicate frequently and fully in regard to the progress of events.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

Brev. Brig. Gen. P. F. SMITH,
United States Army.

WAR DEPARTMENT,
Washington, September 3, 1856.

SIR: Your despatch of 22d August, and its enclosures, sufficiently exhibit the inadequacy of the force under your command to perform the duties which have been devolved upon you in the present unhappy condition of Kansas, by the orders and instructions heretofore communicated. To meet this exigency the President has directed the governor of the Territory to complete the enrolment and organization of the militia, as you will find fully set forth in the enclosed copy of a letter addressed to him by the Secretary of State; and the President has directed me to say to you, that you are authorized, from time to time, to make requisitions upon the governor for such military force as you may require to enable you promptly and successfully to execute your orders and suppress insurrection against the government of the Territory of Kansas, and, under the circumstances heretofore set forth in your instructions, to give the requisite aid to the officers of the civil government who may be obstructed in the due execution of the law. Should you not be able to derive from the militia of Kansas the adequate force for these purposes, such additional number of militia as may be necessary will be drawn from the States of Illinois and Kentucky, as shown in the requisition, a copy of which is here enclosed.

The views contained in your instructions to the officers commanding the troops, under date of August 19, are fully appropriate, and accord so entirely with the purpose of the Executive as to leave but little to add in relation to the course which it is desired you should pursue. The position of the insurgents, as shown by your letter and its enclosures, is that of open rebellion against the laws and constitutional authorities, with such manifestation of a purpose to spread devastation over the land, as no longer justifies further hesitation or indulgence. To you, as to every soldier, whose habitual feeling is to protect the citizens of his own country, and only to use his arms against a public enemy, it cannot be otherwise than deeply painful to be brought into conflict with any portion of his fellow-countrymen. But patriotism and humanity alike require that rebellion should be promptly crushed, and the perpetration of the crimes which now disturb the

peace and security of the good people of the Territory of Kansas should be effectually checked. You will, therefore, energetically employ all the means within your reach to restore the supremacy of the law, always endeavoring to carry out your present purpose to prevent the unnecessary effusion of blood.

In making your requisition for militia force you will be governed by the existing organization of the army and the laws made and provided in such cases. When companies, regiments, brigades, or divisions are presented to be mustered into the service of the United States, you will cause them, before they are received, to be minutely inspected by an officer of your command appointed for the purpose.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

Major General P. F. SMITH,
Commanding Department of the West.

WAR DEPARTMENT,
Washington, September 3, 1856.

SIR: You will repair to the Territory of Kansas and deliver the despatches this day handed to you for General P. F. Smith, commanding department of the west, and for his excellency John W. Geary, governor of that Territory; after which you will communicate to each of them the wish of the department, that you should be fully informed in relation to the condition of affairs in the Territory, and have such facilities to make observations as will enable you, upon your return, to give more full and minute information to the department than it can readily derive through the medium of correspondence. Although you are not restricted as to time, it is desirable that you should return to this city as early as is consistent for the fulfilment of the purpose for which you are sent out.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

Major WILLIAM H. EMORY,
United States Army.

WAR DEPARTMENT,
Washington, September 3, 1856.

SIR: To suppress insurrectionary combinations against the constituted government of the Territory of Kansas and to enforce the due execution of the law against armed resistance, I am instructed by the President of the United States to make this his requisition upon you for two regiments of foot militia to be furnished to Major General Persifor F. Smith, of the United States army, commanding the mili-

tary department of the west, whenever the exigencies of the public service shall induce him to call upon you for the said troops, to be employed for the purpose above indicated within the limits of said Territory. Each regiment to consist of one colonel, one lieutenant colonel, one major, one adjutant, (the last named to be taken from the lieutenants of the regiments,) one sergeant major, and ten companies, each company to consist of one captain, one first lieutenant, one second lieutenant, four sergeants, four corporals, two musicians, and seventy-four privates.

General Smith will be instructed, whenever he may call upon you for these troops, to detail an officer from his command to inspect and muster them into the service of the United States at such points as may be designated by your excellency.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

His Excellency the GOVERNOR OF KENTUCKY.

[The same to the governor of Illinois.]

[By telegraph.]

WAR DEPARTMENT, *September 9, 1856.*

Your letter of August 29 received.

Have the despatches borne by Major Emory reached you? It is the purpose of the President to secure to you all the military force necessary to maintain order and suppress insurrection, and that no military operations shall be carried on in the Territory of Kansas otherwise than under your instructions and orders. You will not permit the employment of militia, or of any armed bodies of men, unless they have been regularly mustered into the service of the United States.

The governor of the Territory will be instructed on this point.

JEFF'N DAVIS,
Secretary of War.

General P. F. SMITH,

Fort Leavenworth, Kansas Territory.

Letters from the Adjutant General to—

Lieutenant Colonel P. St. George Cooke, July 5, 1856.

Brevet Brigadier General W. S. Harney, July 16, 1856.

Colonel E. V. Sumner, August 28, 1856.

Brevet Major General P. F. Smith, September 26, 1856.

Brevet Major General P. F. Smith, September 29, 1856.

Brevet Major General P. F. Smith, November 13, 1856.

ADJUTANT GENERAL'S OFFICE,
Washington, July 5, 1856.

SIR: Your letter of the 18th ultimo, reporting your march to Le-compton, in compliance with the requisition of Governor Shannon, and subsequent movements, has been laid before the Secretary of War, who approves the course adopted by you on the occasion.

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Lieut. Col. P. ST. GEO. COOKE,
Second Dragoons, Fort Riley, Kansas Territory.

ADJUTANT GENERAL'S OFFICE,
Washington, July 16, 1856.

GENERAL: Your special order, No. 32, of the 30th ultimo, directing the first regiment of cavalry to patrol the Oregon route, has been received and laid before the Secretary of War, by whom I am instructed to say that the state of affairs now existing in Kansas Territory renders it inexpedient to withdraw the first cavalry therefrom at present.

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Brevet Brig. Gen. W. S. HARNEY,
United States Army.

ADJUTANT GENERAL'S OFFICE,
Washington, August 28, 1856.

SIR: Your letter of the 11th instant, in relation to the employment by you of the military force under your command to disperse the assembly recently convened at Topeka, Kansas Territory, has been laid before the Secretary of War, and by him returned to this office, with the following endorsement:

"The President's proclamation having been sent from this department to Colonel Sumner as a part of his instructions, a general reference to that paper is no compliance with the requirement of the letter addressed to him, dated July 21, 1856. If any portion of that proclamation was understood as directing military officers to use the force under their command for the dispersion of an 'illegal legislative body,' that part of the proclamation should have been specially cited.

"If the 'serious consequences' anticipated by the colonel commanding first cavalry from the convention of the free State legislature of Kansas had been realized, it might have been necessary for him to use the military force under his command to suppress resistance to the

execution of the laws, and he would have had no difficulty in finding his authority both in the President's proclamation and in the letter of instructions which accompanied it. But if the exigency was only anticipated, it is not perceived how authority is to be drawn from either, or both, to employ a military force to disperse men because they were 'elected and organized without law.'

"The reference to the dissatisfaction of the Missourians seems to be wholly inappropriate to the subject under consideration, and the department is at a loss to understand why that reference was made; the more so, because, in answer to an inquiry from Colonel Sumner, he was distinctly informed, by letter of March 26, 1856, that the department expected him, in the discharge of his duty, to make no discrimination founded on the section of the country from which persons might or had come.

"JEFF'N DAVIS, *Secretary of War.*

"WAR DEPARTMENT, *August 27, 1856.*"

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Colonel E. V. SUMNER, *1st Cavalry, Syracuse, N. Y.*

ADJUTANT GENERAL'S OFFICE,
Washington, September 24, 1856.

GENERAL: Your letter of the 10th instant, relative to the state of affairs in Kansas Territory, with the accompanying reports and correspondence, has been laid before the Secretary of War, and by him returned to this office with the following endorsement:

"The only distinction of parties which, in a military point of view, it is necessary to note, is that which distinguishes those who respect and maintain the laws and organized government from those who combine for revolutionary resistance to the constituted authorities and laws of the land. The armed combination of the latter class came within the denunciation of the President's proclamation, and are proper subjects upon which to employ the military force.

"Instructions of the Executive for the complete organization of the militia of the Territory, and the authority given to the general commanding to make requisition for such of that militia as he might require, did not look, under the circumstances, to the delay incident to a total disbandment and new organization of the militia. And it is to be feared that with the time thus lost will pass the opportunity for that full protection of unoffending citizens, and for that exemplary vindication of the supremacy of the law which the reputation and dignity of the government demand.

"The requisition for a heavy field-battery was anticipated, and such a one as within described was some time since ordered to be sent to Fort Leavenworth. The defect of the prairie gun-carriages having

been discovered, new carriages of greater strength have been constructed, and will probably soon be received.

“Instructions have been given for the supply of the requisite number of horses, and for the recruits for the mounted regiments, as recommended.

“The address and good conduct of Lieutenant Colonel Cooke is fully appreciated and highly approved.

“The department has unabated confidence in the zeal and singleness of purpose with which the general commanding devotes himself to the delicate duty with which he is charged, and is encouraged by his assurances to hope that his success will be as great as the exigency requires.

“JEFF’N DAVIS, *Secretary of War.*

“WAR DEPARTMENT, *September 23, 1856.*”

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Brevet Maj. Gen. P. F. SMITH, *United States Army,*
Commanding Department of the West, Fort Leavenworth, K. T.

ADJUTANT GENERAL’S OFFICE,
Washington, September 29, 1856.

GENERAL: Your letter of the 15th instant, enclosing several communications relative to the state of affairs in Kansas Territory at that time, has been laid before the Secretary of War, and by him returned to this office, with the following endorsement:

“Authority has been given to cover all the wants which have been communicated in relation to arms and ammunition. The requisitions were not only anticipated, but in some respects exceeded.

“Orders have been given for the purchase of horses and enlisting recruits, as recommended. The horses heretofore purchased under a previous authority, though intended for the mounted riflemen, may be assigned to the dragoon and cavalry regiments, if the wants of the public service should require it. The authority given to make requisitions on the governor of the Territory for such part of the militia as may be required in military operations was intended to avoid the delay which is represented as the consequence of drawing additional troops from Illinois and Kentucky.

“JEFF’N DAVIS, *Secretary of War.*

“WAR DEPARTMENT, *September 27, 1856.*”

I have the honor to be, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Bvt. Maj. Gen. P. F. SMITH, *U. S. Army,*
Commanding Department of the West,
Fort Leavenworth, K. T.

ADJUTANT GENERAL'S OFFICE,
Washington, November 13, 1856.

GENERAL: Your letter of the 14th ultimo, enclosing several communications relative to the state of affairs in Kansas Territory at its date, has been duly laid before the Secretary of War, and by him returned to this office, with the following endorsement:

“Read.—The discrimination and good judgment displayed by Lieutenant Colonel Cooke receives unqualified commendation. Embarrassed, as he naturally was, by the seeming conflict between the letter of the governor, addressed to him on the 28th September, and the circular letter of September 30, the course which Lieutenant Colonel Cooke pursued manifests that energy and great discrimination which, under the circumstances, could alone have prevented a secret armed invasion and further disturbances to the peace and good order of Kansas.

“JEFF'N DAVIS, *Secretary of War.*

“WAR DEPARTMENT, November 8, 1856.”

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Bvt. Maj. Gen. P. F. SMITH, *U. S. Army,*
Commanding Department of the West,
Fort Leavenworth, K. T.

No. 2.

REPORTS FROM COLONEL E. V. SUMNER.

Colonel E. V. Sumner to Assistant Adjutant General, Department of the West, May 23, 1856.

Colonel E. V. Sumner to Col. S. Cooper, May 23, 1856, enclosing—

Hon. Wm. A. Howard to Col. E. V. Sumner, May 16, 1856.

Col. E. V. Sumner to Hon. Wm. A. Howard, May 16, 1856.

Hon. Wilson Shannon to Col. E. V. Sumner, May 21, 1856.

Hon. Wilson Shannon to Col. E. V. Sumner, May 21, 1856.

James McIntosh to Col. E. V. Sumner, May 21, 1856.

Colonel E. V. Sumner to Major J. Sedgwick, May 22, 1856.

Colonel E. V. Sumner to Assistant Adjutant General, Department of the West, May 28, 1856.

Colonel E. V. Sumner to Col. S. Cooper, May 28, 1856, enclosing—

Hon. Wilson Shannon to Col. E. V. Sumner, May 27, 1856.

Colonel E. V. Sumner to Assistant Adjutant General, Department of the West, June 2, 1856.

Colonel E. V. Sumner to Col. S. Cooper, June 2, 1856, enclosing—

Hon. Wilson Shannon to Col. E. V. Sumner, June 1, 1856.

Major John Sedgwick to Col. E. V. Sumner, June 1, 1856.

Captain E. W. B. Newby to Hon. W. Shannon, May 31, 1856.

- Colonel E. V. Sumner to Col. S. Cooper, June 8, 1856, enclosing—
 Hon. Wilson Shannon to Col. E. V. Sumner, June 4, 1856.
 Hon. Wilson Shannon to Col. E. V. Sumner, June 4, 1856.
 Colonel E. V. Sumner to Hon. W. Shannon, June 4, 1856.
 Hon. Wilson Shannon to Col. E. V. Sumner, June 4, 1856.
 Proclamation of Hon. Wilson Shannon, Governor of the Territory of Kansas, June 4, 1856.
- Lieut. Col. P. St. George Cooke to Col. S. Cooper, June 18, 1856.
- Colonel E. V. Sumner to Assistant Adjutant General, Department of the West, June 23, 1856.
- Colonel E. V. Sumner to Col. S. Cooper, June 23, 1856, enclosing—
 Hon. Wilson Shannon to Col. E. V. Sumner, June 14, 1856.
 Hon. Wilson Shannon to Col. E. V. Sumner, June 14, 1856.
- Colonel E. V. Sumner to Col. S. Cooper, June 30, 1856, enclosing—
 Hon. Wilson Shannon to Col. E. V. Sumner, June 23, 1856.
 Hon. Wilson Shannon to Col. E. V. Sumner, June 23, 1856.
 Colonel E. V. Sumner to D. Woodson, esq., Acting Governor of Kansas Territory, June 28, 1856.
- Colonel E. V. Sumner to Col. S. Cooper, July 1, 1856, enclosing—
 Colonel E. V. Sumner to D. Woodson, esq., Acting Governor of Kansas Territory, July 1, 1856.
 Daniel Woodson, esq., to Col. E. V. Sumner, June 30, 1856.
- Colonel E. V. Sumner to Col. S. Cooper, July 7, 1856, enclosing—
 Proclamation of Daniel Woodson, esq., Acting Governor of the Territory of Kansas, July 7, 1856.
- Colonel E. V. Sumner to Adjutant General of the army, with endorsement of Secretary of War, August 11, 1856.
- Colonel E. V. Sumner to Adjutant General of the army, August 31, 1856.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, K. T., May 23, 1856.

SIR: On the requisition of Governor Shannon, I detached Major Sedgwick, this morning, with four companies, to proceed to Lawrence, Lecompton, and Topeka, to preserve the peace, maintain the laws, and protect peaceable citizens in their persons and property.

I am, very respectfully, your obedient servant,

E. V. SUMNER,
Colonel 1st Cavalry, Commanding.

ASSISTANT ADJUTANT GENERAL,
Department of the West.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, May 23, 1856.

COLONEL: I enclose a requisition from Governor Shannon of the 21st instant. Major Sedgwick will march this morning with four companies.

I also forward several letters that I have recently received from the governor and others, and my instructions to Major Sedgwick.

I am, Colonel, very respectfully, your obedient servant,

E. V. SUMNER,
Colonel 1st Cavalry.

Colonel S. COOPER,
Adjutant General U. S. Army.

FRIDAY MORNING, *May 16, 1856.*

MY DEAR SIR: I send up a copy of the marshal's reply to the citizens of Lawrence; also of letter of citizens to me, which left there at 12 o'clock.

We of course cannot go back there; and if we could, it would avail nothing. I feel embarrassed at troubling you so often with communications upon which I suppose you can take no action; but I trust the interests of humanity will suggest a sufficient apology.

With the highest respect, your obedient servant,

WM. A. HOWARD.

Colonel E. V. SUMNER, *Fort Leavenworth.*

HEADQUARTERS,
Fort Leavenworth, May 16, 1856.

SIR: I have just received your note dated this day. The people of Lawrence have never received any encouragement from me that United States troops would be placed in Lawrence to keep the peace, and prevent illegal acts. On the contrary, a committee that called on me to ask for protection were expressly told that the affair was in the hands of the governor, that he alone had the power to call out the troops, and if they had any application to make it must be made to him.

I am, sir, with much respect, your obedient servant,

E. V. SUMNER,
Colonel 1st Cavalry, Commanding.

Honorable WM. A. HOWARD,
Kansas Commission.

HEADQUARTERS,
Fort Leavenworth, K. T., May 22, 1856.

Official:

R. RANSOM, JR.

EXECUTIVE OFFICE,
Lecompton, K. T., May 21, 1856.

DEAR COLONEL: The United States marshal will probably get through serving his process, as far at least as he can, on to-day or to-morrow.

The grand jury of the United States district court had found bills of indictment against some seven or eight for treason in conspiring to overturn the government of the United States in this Territory.

Several of these persons thus charged are in Lawrence, and will be arrested this day or to-morrow. The marshal will then dismiss the posse. The moment he does this, I desire to make a requisition on you for three companies—one to be stationed at or near Lawrence, one at or near this place, and the third at or near Topeka, in order to preserve the peace, and secure the due execution of the laws.

The more I see, and the more I reflect on the plan that we talked over when you were here for preserving the peace and good order in this Territory, the more I am convinced of its necessity; yet this cannot safely be done until the posse of the United States marshal is dismissed, which I hope will be to-day or to-morrow. I will send a special despatch as soon as this takes place. My object in dropping you these hasty lines is to advise you of my intentions, so that you can be prepared to move without delay.

Yours, with great respect,

WILSON SHANNON.

Colonel SUMNER.

EXECUTIVE OFFICE,
Lecompton, K. T., May 21, 1856.

SIR: The United States marshal has made all the arrests in Lawrence that can, in his judgment, now be made, and dismissed his posse. The sheriff has also got through making arrests on warrants in his hands, and I presume by this time has dismissed his posse. In view of the excitement and present state of feeling in the country, and for the purpose of securing the safety of the citizens both in person and property, as well as to aid in the execution of the laws and preservation of the peace of the Territory, I think it necessary to have stationed at or near Lawrence one company of United States troops, a like company at or near this place, and a like company at or near Topeka. I have therefore to ask you to detach from your command three companies, one to be stationed at or near each place above designated.

It is important that this should be done with as little delay as possible. Some three or four arrests have been made by the United States marshal of persons charged by the grand jury of the United States district court with the crime of high treason. Bills of a similar character have been found in the same court against others. The armed organization to resist the laws would seem to be broken up for the present, so far as the town of Lawrence is concerned; but there is danger that this formidable organization may show itself at some other point, unless held in check by the presence of a force competent to put it down. The only force that I feel safe in using in these civil commotions is the troops of the United States; and by a prompt and judicious location of these troops at proper points in the Territory, I

feel confident that order will be restored, the supremacy of the law maintained, and a civil war prevented.

Yours, with great respect and esteem,

WILSON SHANNON.

Colonel SUMNER.

CAMP AT MAJOR CLARK'S,
(Near Lecompton,) K. T., May 21, 1856.

COLONEL: I have the honor to report, for your information, that I called on the governor yesterday evening to ascertain if my detachment would be required here beyond the 24th instant, when my rations would be consumed. He told me that it would be necessary for me to remain at present, and said, in addition, that he would either to-day or to-morrow call upon you for three or four companies, to be stationed at different points in the Territory—naming Lawrence, Lecompton, and Topeka. I will give you a brief account of how matters stand at present. There are probably from five to seven hundred armed men on the pro-slavery side organized into companies, most of which marched last evening with the United States marshal of the Territory for Lawrence. For the last two or three days these men have been stationed between Lawrence and Lecompton, stopping and disarming all free-State men, making some prisoners, and in many cases pressing the horses of free-State settlers into service.

I have heard also of a good many men of the pro-slavery party being stopped near Lawrence, but I do not think they have detained any of them. Night before last two of the free-State men were killed by some of the pro-slavery party; in one instance this result (so far as I can ascertain) was brought about by a party not stopping when challenged by a pro-slavery patrol; and in the other instance, it appears a patrol from Lawrence challenged two pro-slavery men, when shots were exchanged, and a free-State man was killed, and a pro-slavery man was wounded.

I relate these occurrences as I heard them in Lecompton. With such a class of men as there are in this Territory, excited as they are, and arrayed against each other, great excesses will be committed; and already persons who have taken no interest in the struggle, but quietly living on their claims, have been molested, and their personal property taken away and destroyed. I believe the governor's intention is, as soon as the marshal succeeds in making his arrests, (which will probably be by this evening,) to place this portion of the Territory under strict military police, and I think strong measures will have to be taken to prevent outrages. The last rumors from Lawrence were, that a great many persons had left, and that they did not intend to make any resistance. Even if they do not, I think probably that some portion of the town will suffer; for instance, the Free-State Hotel and the printing office. It is very doubtful if such a body of excited men will go there and be governed and checked by the marshal.

If my detachment is to remain here beyond the 24th, I would respectfully request you to direct the commissary to send me hard bread instead of flour, and one day in three or four, pork. I can get fresh beef in town daily. In case you send part of the regiment, it is proper for me to add, that they will be able to procure fresh beef daily at Lawrence or Lecompton; of Topeka I know nothing. The boats at Lecompton are miserable, and any body of fifty horsemen would be delayed probably a day in crossing. The road through Lawrence would, therefore, be much the shortest in the end. I send this express to-day, as I understand the roads are very heavy, and that it may possibly take three days to reach here with wagons.

I have the honor to be, Colonel, your obedient servant,

JAMES MCINTOSH,

1st Lieut. 1st Cavalry, Commanding Detachment.

Col. E. V. SUMNER,

1st Cavalry, Commanding Fort Leavenworth, K. T.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, K. T., May 22, 1856.

MAJOR: In compliance with a requisition of Governor Shannon, you will march to-morrow morning at 8 o'clock, with C, E, F, and K companies.

Company C will be stationed near Lawrence, F and K near Lecompton, and E near Topeka. The object of this movement is to preserve peace in the Territory, to maintain the laws, and to protect the persons and property of peaceable citizens.

You will report to the governor, and receive his orders; but in executing these orders you will bear in mind that, under the orders of the President, you will be held responsible for the manner in which it is done.

You will please use the utmost circumspection, and avoid, if possible, collisions with the people.

Very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry, Commanding.

Major J. SEDGWICK,

1st Cavalry.

HEADQUARTERS,
Fort Leavenworth, K. T., May 23, 1856.

Official :

B. RANSOM, JR.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, May 28, 1856.

SIR: I have to report that a requisition was received from Governor

Shannon last night for two more companies, and they will march immediately.

No one can say what the end will be.

I am, sir, very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry, Commanding.

ASSISTANT ADJUTANT GENERAL,

Department of the West.

HEADQUARTERS 1ST CAVALRY,

Fort Leavenworth, May 28, 1856.

COLONEL: I received last night the enclosed requisition from the governor.

Two more companies will march immediately for Lawrence.

From present appearances, it looks very much like running into a guerilla warfare. If the matter had been taken in hand at an earlier day, as I earnestly advised the governor, the whole disturbance would have been suppressed without bloodshed.

At that time we held a high moral position in the Territory that would have looked down all opposition from all parties. As the affair now stands, there is great danger of our being compelled to use force. In the event of my receiving General Harney's orders to move before the governor is willing to have the troops withdrawn from their present stations, what shall be done?

I am, Colonel, very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry, Commanding.

COLONEL S. COOPER,

Adjutant General U. S. A.

EXECUTIVE OFFICE,

Lecompton, K. T., May 27, 1856.

SIR: I received last night, about 12 o'clock, reliable information by a special despatch from Ossawatimie, in the county of Franklin, that on last Saturday night five persons had been taken out of their houses and cruelly murdered; that it seemed to be a regular system of private assassination which the free-State party had adopted towards their opponents. Under these circumstances, I am compelled to send into that country Captain Weans with his whole command, who is stationed at Lawrence, leaving that place without any force. I have to ask you, therefore, to send me two more companies, with directions for them to camp at or near Lawrence until they receive further orders.

Yours, with great respect,

WILSON SHANNON.

Colonel SUMNER.

HEADQUARTERS,
Fort Leavenworth, June 2, 1856.

SIR: I have the honor to report that in compliance with a requisition from Governor Shannon, received this morning, two more companies will leave this post this morning.

Very respectfully, your obedient servant,

E. V. SUMNER,
Colonel, Commanding.

ASSISTANT ADJUTANT GENERAL,
Headquarters Department of the West, St. Louis, Mo.

NOTE.—I leave this morning for the scene of the difficulty. One of my detachments has been fired upon; one man and two horses wounded.

Very respectfully,

E. V. SUMNER,
Colonel, Commanding.

HEADQUARTERS FIRST CAVALRY,
Fort Leavenworth, K. T., June 2, 1856.

COLONEL: I enclose another requisition from the governor. Two more companies will march immediately.

I shall go out myself to-day to confer with the governor, and to place the troops where they will have the most influence in repressing these disorders.

If the armed civil posses had not been allowed to act, as I earnestly advised the governor, these disturbances would not have happened. As the matter now stands, no man can see the end of them.

The firing upon the troops is a very serious affair.

I am, Colonel, very respectfully, your obedient servant,

E. V. SUMNER,
Colonel First Cavalry, Commanding.

Colonel S. COOPER,
Adjutant General, United States Army.

EXECUTIVE OFFICE,
Lecompton K. T., June 1, 1856.

SIR: I desire to obtain from you two more companies—one to strengthen Captain Newby, at Lawrence; the other Captain Wood, in Franklin county, south of Lawrence. Both these commands are too weak to deal with the armed bodies of lawless men by which they are surrounded.

Major Sedgwick will communicate to you more detailed information as to what has transpired.

Yours, with great respect,

WILSON SHANNON.

Colonel SUMNER.

CAMP NEAR LECOMPTON, K. T., *June 1, 1856.*

COLONEL: I enclose herewith a copy of a despatch received last night by the governor from Captain Newby. I returned from Topeka on the 30th ultimo, and found that the governor had sent an order for Captain Walker to join him, (with the strongest company,) and, with the marshal, to proceed to make some arrests, some eight or ten miles from this place, and, after making the arrests, to join us at this camp in the course of the night. If I had been here at the time, I should have ordered Captain Newby up; but as the governor had given the order, and as Mr. McIntosh had joined him, I concluded to make no change. I saw the governor this morning. He said he could not dispense with any of the troops here, and should ask you to send him two more companies—one to join Captain Wood, the other Captain Newby.

At Topeka everything was perfectly quiet. No one would suppose that any disturbances existed. Mr. Crittenden and ten men have gone with the Indian agent, to be absent for ten or twelve days. The governor spoke of ordering Captain Sturgis to Lawrence; but reflecting that court met to-morrow at Tecumseh, (five miles from Topeka,) and that the grand jury would probably find bills against some of the citizens, he concluded to leave the company at that place. Considerable alarm was created in town last night by two or three armed parties coming in, supposed for the purpose of burning some of the buildings. They were fired on, and chased out. A patrol was sent out from our camp, but found everything quiet.

Captain Wood reports large armed bands prowling in his vicinity. He ordered them to disperse, which they did; but it is so easy for them to reassemble, he thinks they may have done so. The governor says his information reports they are organized with cannon, &c., &c. There are so many rumors afloat, and so little truth in them, that it is difficult to separate them from falsehood. There are undoubtedly many outrages committed daily; some of them of the most atrocious character.

There are several cases of measles in companies "F" and "K," and one in "G." With this exception, the health of the troops is good.

I am, sir, very respectfully, your obedient servant,

JOHN SEDGWICK,
Major First Cavalry.

Colonel E. V. SUMNER,
Commanding Fort Leavenworth, K. T.

CAMP NEAR LAWRENCE, K. T.,
May 31, 1856.

SIR: I have the honor to report that this morning information reached me that a family living six miles west of Lawrence were attacked and driven from their home. I immediately sent a non-com-

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missioned officer and two privates with instructions to repair to the place and inquire into the state of affairs, and report immediately to me. One of the men returned in about three hours, and reported that one of the party sent by myself was badly wounded, and also two out of the three horses were wounded. I, on receiving the information, repaired with ten men of my command to the place of conflict. On arriving there, I found that a party of men had fired from a house and wounded one man and two horses. The men, however, that fired the shots, were not to be found. I was enabled, however, before I left, to apprehend one of the party, who, upon examination, confessed that he was engaged in the firing. I have him in close confinement in the camp, waiting your orders in the case.

I have the honor to be, very respectfully, your obedient servant,

E. W. B. NEWBY,
Captain First Cavalry.

Hon. W. SHANNON,
Governor of Kansas Territory.

A true copy.

J. B. McINTYRE,
Lieutenant First Cavalry.

HEADQUARTERS FIRST CAVALRY,
Fort Leavenworth, June 8, 1856.

COLONEL: I have just returned to this post to prepare the last two companies of my regiment to take the field. On the 5th instant, as soon as I received the enclosed proclamation, I moved from Lecompton with about 50 men to disperse a band of freesoilers who were encamped near Prairie City; this band had had a fight with the pro-slavery party, and had taken 26 prisoners. As I approached them, they sent out to request me to halt; which of course was not done, and the leaders then came out to meet me, as I was advancing. They yielded at once, and I ordered them to release all prisoners, and to disperse immediately, which was complied with. While engaged in this camp in seeing my orders carried into effect, I received intelligence that two or three hundred of the pro-slavery party, from Missouri and elsewhere, were approaching, and I immediately turned my attention to them. I found them halted at two miles distance, (about 250 strong,) and, to my great surprise, I found Colonel Whitfield, the member of Congress, and General Coffee, of the militia, at their head. I said to these gentlemen that I was there by order of the President, and the proclamation of the governor, to disperse all armed bodies assembled without authority; and further, that my duty was perfectly plain, and would certainly be done. I then requested General Coffee to assemble his people, and I read to them the President's despatch and the governor's proclamation.

The general then said that he should not resist the authority of the general government, and that his party would disperse, and shortly

afterwards they moved off. Whether this is a final dispersion of these lawless armed bodies, is very doubtful.

If the proclamation of the governor had been issued six months earlier, and had been rigidly maintained, these difficulties would have been avoided. As the matter now stands, there is great danger of a serious commotion.

I am, Colonel, very respectfully, your obedient servant,

E. V. SUMNER,
Colonel First Cavalry, Commanding.

Colonel S. COOPER,
Adjutant General, U. S. A.

EXECUTIVE OFFICE,
Lecompton, K. T., June 4, 1856.

SIR: I desire to have carried out the following plan, with the view of preserving the peace and good order of this Territory:

1st A detachment of troops to be stationed at or near the town of Franklin, to protect that place from attacks which have been repeatedly threatened, and for the purpose of repelling any armed force which may approach from below, with the view of attacking or molesting the citizens of Lawrence.

2d. A similar detachment to be stationed at or near Mr. Tehay's, which is eight miles up the Wakarusa valley from Franklin.

3d. A similar detachment to be stationed at or near Mr. Buckley's, at Hickory Point, about eight miles distant from Blanton's Bridge.

4th. A similar detachment to be stationed at or near St. Bernard, in the southern part of this (Douglas) county.

Directions have already been given to Captain Wood to station a portion of his command at this place.

5th. A detachment of troops to be sent forthwith to Palmyra, or the place where the difficulties occurred the day before yesterday, with orders to despatch all armed bodies of men who are threatening the peace of the country, and who are not organized under the law. They should be compelled to give up to the owners all horses or other property taken or pressed into their service, to discharge and set at liberty all prisoners by them taken and held; and if they refuse to disperse, force should be used to compel them to do so, and they should be deprived of their arms. All armed bodies of men not acting under the law should be dispersed, and, if they reassemble, should be disarmed. This is not applicable to citizens organized into military bodies under the law and legally called out, or to those who in good faith have associated themselves together merely to repel a threatened attack on themselves or property, and not for any aggressive act.

6th. All notices given to citizens or persons found in the Territory to leave the country, or their houses, or any particular locality, are to be considered and treated as violations of law, as tending to breaches of the peace, and to excite violence and disorder.

7th. For carrying out the above plan no distinction or inquiry is

to be made as to party; but all parties and persons are to be treated alike under like circumstances.

8th. All law-abiding citizens, no matter to what party they may belong, must be protected in their persons and property; and all military organizations to resist the execution of the laws, or to disturb the peace and good order of the Territory, must be dispersed.

Yours, with respect,

WILSON SHANNON.

Colonel SUMNER.

EXECUTIVE OFFICE,
Lecompton, K. T., June 4, 1856.

SIR: It is said there are about three hundred free-State men in Prairie City, fortified and prepared to fight. Captain Pate and some twenty or thirty prisoners are said to be confined at this place.

This place is near Palmyra, and a little south of the Santa Fé road.

Yours, &c.,

WILSON SHANNON.

Colonel SUMNER.

HEADQUARTERS FIRST CAVALRY,
Near Lecompton, June 4, 1856.

GOVERNOR: I will march the moment I receive the proclamation.

Very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry, Commanding.

His Excellency W. SHANNON.

HEADQUARTERS,
Fort Leavenworth, K. T., June 8, 1856.

Official:

E. V. SUMNER,

Colonel 1st Cavalry.

EXECUTIVE OFFICE,
Lecompton, K. T., June 4, 1856.

SIR: I have just received reliable information from Franklin that that place was attacked last night by a body of armed men numbering about one hundred and fifty, and that one man in Franklin was mortally wounded, and some five or six taken prisoners.

I have also reliable information that the house of Lakago is to be attacked this night, and a messenger has been sent in for aid.

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Unless prompt measures are taken, the citizens of the Wakarusa valley will all be butchered by this lawless band of assassins.

The troops must move at once, or the people will rise in mass to defend themselves and their friends, and Missouri will pour into this Territory her thousands.

I do hope you will adopt prompt measures to put a stop to these outrages—to defend Franklin and Lakago house.

Any delay in planting the military posts at the places I have designated will lead to fearful consequences. A few days' delay will supersede the necessity.

The proclamation is being now set up; I will soon send you a number of copies.

Yours, with respect,

WILSON SHANNON.

Colonel SUMNER.

N. B. The bearer of this will pilot a detachment to Lakago house. This is one of the places where I proposed to station a detachment of troops.

It seems these lawless men attack and shoot down our citizens in view of the United States troops.

PROCLAMATION

By the Governor of the Territory of Kansas.

Whereas information has been received by us that armed bodies of men exist in different parts of this Territory, who have committed, and threaten to commit acts of lawless violence on peaceable and unoffending citizens, taking them prisoners, despoiling them of their property, and threatening great personal violence:

It appearing, also, that armed combinations have been formed for the avowed purpose of resisting the execution of the territorial laws and preventing the execution of any process by the officers of this Territory:

It appearing, further, that individuals as well as associated bodies of men have assumed to themselves the power of notifying citizens of the Territory to leave their abodes, and in some cases to quit the country, under threats of inflicting severe penalties on those who do not comply:

Now, therefore, I, Wilson Shannon, governor of the Territory of Kansas, do issue this my proclamation, to command all persons belonging to military organizations within this Territory, not authorized by the laws thereof, to disperse and retire peaceably to their respective abodes, and to warn all such persons that these military organizations for such purposes are illegal, and, if necessary, will be dispersed by the military force placed by the President of the United States at my disposal for the purpose of preserving the peace and enforcing the laws of the Territory; that steps have been taken to dis-

perse all unlawful military organizations which are threatening the peace of the country and the good order of society, and to disarm them should they reassemble.

All civil officers of the government are required to be vigilant in enforcing the laws against such offenders, and in protecting the citizens, both in their persons and property, against all violence and wrong.

I further declare that all notices given to citizens, or persons found in the Territory to leave the same, or their houses, or any particular locality, are unauthorized by law and highly reprehensible, as tending to breaches of the peace and violence and disorder.

I further declare that all law-abiding citizens of the Territory, without regard to party names or distinctions, must be protected in their persons and property; and that all military organizations to resist the execution of the laws of the Territory, or to disturb the peace thereof, must be dispersed. And all aggressing parties from without the Territory must be repelled. That the military force placed under the control of the executive of this Territory is amply sufficient to enforce the laws and to protect the citizens in their rights.

I further declare that, in carrying out this proclamation, no distinction or inquiry is to be made as to party, but all persons of all parties are to be treated alike under like circumstances.

Obedience to the laws, and consequent security of the citizens of Kansas, are primary objects; and all lawless violence within the Territory, in whatever form it may manifest itself, must be repressed, and the proclamation of the President of the United States of the 11th of February last will be strictly enforced, and a requisition has been made on Colonel Sumner for a sufficient military force to insure obedience to this proclamation.

I call on all good citizens to aid and assist in preserving the peace, repressing violence, and in bringing offenders to justice, and in maintaining the supremacy of the law.

In testimony whereof, I have hereunto set my hand and caused the [L. s.] seal of the Territory to be affixed, this 4th day of June, 1856.

WILSON SHANNON.

By the governor:

DANIEL WOODSON, *Secretary*.

HEADQUARTERS DETACHMENT 2D DRAGOONS,
Camp near Tecumseh, K. T., June 18, 1856.

SIR: On the 12th instant I received a requisition from Governor Shannon, dated Fort Leavenworth, June 11th, to report to him forthwith at Lecompton with all my disposable force, as large bodies of men were collecting south of the town of Lawrence, threatening the peace of the whole Territory.

On the 13th, early, I marched from Fort Riley with 134 rank and 124 horses, (all I had,) and one 6-pounder, and arrived in the

vicinity of Lecompton on the 15th, (90 or 95 miles.) I saw on the road no excitement, and no symptoms of disorder. I rode into Lecompton next morning. Governor S. was absent, attending to some private matters in the vicinity. I heard on all sides that the state of affairs was improving; Mr. Secretary Woodson expressed to me his opinion that the military were powerless for good, and stating an example to show that they did *harm* by malefactors taking advantage of the protection of their vicinity to commit midnight outrages. He also stated that there was no doubt that a force of Missourians who had lately crossed into the Territory, and which was the occasion of the call upon me, had retired over the river.

Governor Shannon returned in the afternoon. He informed me that a week or ten days before the Missourians had come over; that Colonel Sumner had taken nearly all his force in their direction, and that he had not received official information of the result, but expected it certainly that night or next morning. I returned to camp and visited him next day (yesterday) at noon. He had no information.

I conversed freely with the governor on the employment of a large military force, legally so powerless under the usual circumstances, and asked him if he did not think a called session of the district court, for the trial and prompt punishment of the numerous prisoners, would be more effectual? He agreed with me, and observed that Judge Lecompte had not empannelled a jury in the Territory.

The disorders in the Territory have, in fact, changed their character, and consist now of robberies and assassinations, by a set of bandits whom the excitement of the times has attracted hither.

I told the governor that from my very long service on the frontiers of Missouri I was well known to its citizens, and that they had trust and confidence in me; that I had a strong conviction that, by reserving myself from the petty embroilments of armed constabulary duty, I should be able, in a real crisis, to exercise a very beneficial moral influence; that I had brought nearly all my officers, and a large detachment of uninstructed recruits had just gone up, which made my return important, to prepare for whatever might be required of me; and that, as it appeared there was nothing for me to do, I should return.

He only replied that he had rather I should not go until he heard further. I told him that I should move my camp, then, less than ten miles that afternoon, and that if anything extraordinary came to light he could easily inform me before this morning; he assented, and two hours after I marched here, nine or ten miles; and, nothing having occurred, shall proceed to my post. I left a company of 1st cavalry near Lecompton.

I will only add that the Secretary of War's letter of February 15 constitutes the total of my instructions.

Very respectfully, your obedient servant.

P. ST. GEORGE COOKE,

Lieutenant Colonel commanding 2d Dragoons.

Colonel S. COOPER,

Adjutant General U. S. Army, Washington city.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, June 23, 1856.

SIR: I returned to this post last night. I have been busily engaged in dispersing armed bodies of both parties, and have been so fortunate as to do it without meeting with resistance.

I have stationed five companies, in two camps, near Westport, to prevent any further inroads from that part of Missouri.

I do not think there is an armed party in the Territory, with the exception of a few freebooters, who may be together in small numbers.

Very respectfully, your obedient servant,

E. V. SUMNER,
Col. 1st Cavalry, Commanding.

ASSISTANT ADJUTANT GENERAL,
Department of the West, St. Louis, Mo.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, June 23, 1856.

COLONEL: I returned to this post last night. On the 14th instant I concentrated several companies at Palmyra, on the Santa Fé road, and moved down that road, towards the Missouri line. I met two armed parties on their way into the Territory—one from Missouri and one from Alabama, but they both returned into Missouri.

I do not think there is an armed body of either party now in the Territory, with the exception, perhaps, of a few freebooters, who may be together in small numbers. These fellows belong to both parties, and are taking advantage of the political excitement to commit their own rascally acts.

I have stationed five companies near the Missouri line, to indicate plainly to all that the orders of the President and the proclamation of the governor will be maintained.

I am, colonel, very respectfully, your obedient servant,

E. V. SUMNER,
Col. 1st Cavalry, Commanding.

Col. S. COOPER, Adjutant General.

EXECUTIVE OFFICE,
Lecompton, K. T., June 14, 1856.

SIR: I received the enclosed by despatch from the fort, together with a telegraphic despatch from the President.

The latter is almost verbatim a copy of the one I received on the boat in passing up the river to the fort.

The President evidently expects that the most energetic measures will be adopted to preserve order in the Territory, so that no citizen shall have any just cause to complain.

Yours, with respect,

WILSON SHANNON.

Col. SUMNER.

EXECUTIVE OFFICE.

June 14, 1856.

SIR: I send you two copies of the proclamation—all I can find.

The complaints of robberies on the roads near Westport are distressing.

I hope you will clear those roads and drive those people back at once.

Yours, &c.,

W. SHANNON.

Col. SUMNER.

HEADQUARTERS,

Fort Leavenworth, June 30, 1856.

COLONEL: I have the honor to forward, herewith, two letters from the governor, with a copy of my letter to Daniel Woodson, esq., acting governor.

Very respectfully, your obedient servant,

E. V. SUMNER,

Col. 1st Cavalry, Comdg.

Col. S. COOPER,

Adjutant General, U. S. Army.

EXECUTIVE OFFICE,

Lecompton, K. T., June 23, 1856.

SIR: I am compelled to visit St. Louis on official business which can no longer be postponed. I will be absent probably about ten days, but I will return as soon as my official duties will permit. In the mean time I deem it of the utmost importance, that the whole of your disposable force should be stationed at suitable points in that portion of the Territory which has been most disturbed, and which is still threatened with further disturbance. Your knowledge of the country, and the difficulties which have heretofore existed, will enable you to dispose of your command so as to be most effective in preserving the peace. It is important, I think, to retain one company midway between Lawrence and Franklin, one near Palmyra or Hickory Point, one in the Osawatomie country, and to station two companies at Topeka previous to the 4th of July next, the time fixed for the reassembling of the legislature under what is called the free State constitution. It is doubtful whether this pretended legislative body will reassemble, as many of the free State party are hostile to such a step; but it is true, on the other hand, that there is a number of that party who are zealously urging the members of that body to meet on the 4th proximo, and enact a code of laws to be at once put in force at all hazards. Now, should this policy be adopted in the present excitable state of the country, I have no hesitation in believing that it would produce an outbreak more fearful by far in its consequences than any which we have heretofore witnessed. The

peace and quiet which now prevail throughout the whole Territory would be destroyed for the time being, and the whole country greatly agitated. These unfortunate results must be avoided if possible. I need not say to you that if this legislative body should reassemble on the 4th next, that those within and without the Territory who seem to desire to bring about a conflict of arms between the two parties, would eagerly avail themselves of such an occasion to reorganize their military companies and commence hostilities against their political opponents. Indeed, it is impossible to doubt that if this body meets, enacts laws, and seeks to enforce them, civil war will be the inevitable result. Two governments cannot exist at one and the same time in this Territory, in practical operation; one or the other must be overthrown, and the struggle between the legal government established by Congress, and that by the Topeka convention would result in civil war, the fearful consequences of which no one can foresee. Should this body reassemble and enact laws, (and they have no other object in meeting,) they will be an illegal body, threatening the peace of the whole country, and therefore should be dispersed. Their meeting together as legislators, and enacting or attempting to enact laws, will be in direct violation of an express statute. I beg leave to call your attention to the 23d section on page 280 of the Territorial Statutes. That section prescribes: "That if any person shall take upon himself any office or public trust in this Territory, and exercise any power to do any act appertaining to such office or trust without a lawful appointment or deputation, he shall upon conviction be adjudged guilty of a misdemeanor and punished by fine not exceeding five hundred dollars, or by imprisonment in the county jail not exceeding one year."

It will not be claimed that the members of this so-called legislative assembly have any *lawful appointment* or *deputation*—that is, that they were elected or appointed in pursuance to any law. The organic act prescribes the mode by which the members of the legislative assembly shall be elected, &c. There is no pretence that the body in question claims its power or its existence from the organic act. These men have therefore no "*lawful appointment*," and if they exercise the functions of legislators within this Territory, they violate the provisions of the above-recited act. There can be no mistake, therefore, in considering them an illegal body, assuming the office of legislators in this Territory in violation of law; and, as such, when the peace and tranquillity of the country require it, as they obviously do in this case, they should be dispersed.

Should, therefore, this pretended legislative body meet as proposed, you will disperse them, peaceably, if you can, forcibly, if necessary. Should they reassemble at some other place, or at the same place, you will take care that they are again dispersed. The civil authorities will be instructed to co-operate with you, if it is found necessary, in order to break up this illegal body, and to institute proceedings against the several members under the above statute. But it is hoped and believed that no such step will be required. If rumor is to be credited, there is danger that armed aggressive parties may enter the northern part of the Territory with the view of sustaining this pre-

tended legislative body and the party who are resisting the execution of the territorial laws. Instructions heretofore given, and by which you have been governed in dispersing all organized bodies of armed men threatening the peace of the country, are applicable to these armed aggressive parties from the north, which, should they enter the Territory, you will disperse, and, if necessary for the peace and security of the country, disarm.

Should the command of Colonel Cooke be necessary to be called out in my absence, you will notify Colonel Woodson of the fact, and he will promptly issue his requisition as acting governor upon him.

I have the honor to be yours, with great respect,

WILSON SHANNON.

Col. SUMNER.

EXECUTIVE OFFICE,
Lecompton, K. T., June 23, 1856.

SIR: Yours of this instant is received. I am just packing up to start for St. Louis. It is impossible for me at this time to make the new arrangements you suggest before leaving. I do hope it will be in your power to attend in person to this Topeka legislature. I feel well assured that they will not be able to obtain a quorum to transact business. But should we be disappointed in this, I think it is a matter of the utmost importance that you should be present. You understand the whole matter, and can do more with those people than any one else. It will be exceeding bad policy to reduce or withdraw either of the regiments in this Territory. It is only the presence of the troops in the country, and the knowledge that they can and will be used if occasion requires it, that keeps the country quiet at this time. I will write the President and so state. The peace and quiet of this Territory is certainly vastly more important than any object to be accomplished by General Harney. I will certainly be back in ten days, and I hope at least that no change will be made in the programme until I return. Should such be the case, it might bring on difficulties from which it will be exceedingly difficult to extricate the country. I beg of you to make no change until I return.

Yours, with great respect,

WILSON SHANNON.

Col. SUMNER.

HEADQUARTERS 1ST CAVALRY,
Camp on Cedar Creek, June 28, 1856.

DEAR SIR: I have sent Major Sedgewick with two companies to Topeka to prevent the assembling of the so-called Topeka legislature.

I am decidedly of opinion that that body of men ought not to be permitted to assemble. It is not too much to say the peace of the country depends upon it. In this affair it is proper that the civil

authorities should take the lead, and I would respectfully suggest whether it will not be better (if you find they are bent on meeting) to have a justice of the peace and the marshal in person join Major Sedgewick, and have writs drawn and served on every one of them the moment they get together. I suppose it would be aailable offence. If you think there is a possibility of having any difficulty in carrying out this measure, I will thank you to apprise me of it in time for me to get there; for it is right that I should take all the responsibility whenever we have to use force.

I do not think they will assemble when they find we are determined not to permit it.

Very respectfully, your obedient servant,

E. V. SUMNER,
Col. 1st Cavalry, Commanding.

D. WOODSON, Esq.,
Acting Governor of Kansas.

I have reason to expect important orders from Washington in a few days.

E. V. S.

HEADQUARTERS,
Fort Leavenworth, K. T., June 29, 1856.

Official:

R. RANSOM, Jr.

HEADQUARTERS 1st CAVALRY,
Fort Leavenworth, K. T., July 1, 1856

COLONEL: I enclose a letter from the acting governor, with my reply thereto. I shall march in a few hours to Topeka. If they persist in assembling as a legislature, and should be supported by any considerable number of people, it will be a difficult and delicate operation to disperse them. I shall act very warily, and shall require the civil authorities to take the lead in the matter throughout. If it is possible to disperse them without violence it shall be done.

I am, colonel, very respectfully, your obedient servant,

E. V. SUMNER,
Colonel 1st Cavalry, Commanding.

Col. S. COOPER,
Adjutant General.

HEADQUARTERS 1st CAVALRY,
Fort Leavenworth, K. T., July 1, 1856.

DEAR SIR: I have received your letter, dated yesterday. I shall march in a few hours for Topeka, with a company of cavalry, and

shall have another company march from the camp at Cedar creek, making four companies in all that will be concentrated at Topeka.

I shall move up on the north side of the Kansas river, to intercept any bodies of men that may be coming from the north. I shall be in camp at Topeka on the 3d instant. I deem it very important that the civil authorities should take the lead in this matter, and I will sustain them in all that is right. I should wish Mr. Donaldson, the marshal, to be there in person.

Very respectfully, your obedient servant,

E. V. SUMNER,
Colonel 1st Cavalry, Commanding.

D. WOODSON, Esq.,
Acting Governor.

A true copy :

E. V. SUMNER,
Colonel 1st Cavalry.

EXECUTIVE OFFICE,
Lecompton, K. T., June 30, 1856.

DEAR COLONEL: Your despatch of the 28th came to hand last evening. There is now no ground to doubt that the bogus legislature will attempt to convene on the 4th proximo at Topeka, and the most extensive preparations are being made for the occasion. The country in the vicinity of Topeka is represented to be filled with strangers, who are making their way towards that point from all directions. Last evening I received information, through a gentleman residing in Lawrence, that a despatch had been received in that place the night previous, to the effect that General Lane was on his way to Topeka with a very large force, and was then somewhere between that place and the Nebraska line.

Upon receiving this information, I sent a despatch to Colonel Cooke, requesting him to place all his available forces in the field at once, and scour the country between Fort Riley and the crossing opposite Topeka, placing a detachment at all the principal crossings below Fort Riley and above Topeka, for the purpose of intercepting the invaders and driving them back.

It is deemed important that you should be at Topeka in person with at least two more companies, if they can be spared from other points. Judge Cato will be on the ground, and I have addressed a letter to the United States district attorney, Colonel Isaacs, requesting him to come over at once, and attend in person to getting out the necessary legal processes.

With sentiments of esteem, I am, very respectfully, yours,

DAN. WOODSON,
Acting Governor Kansas Territory.

Col. E. V. SUMNER, 1st Cavalry,
Fort Leavenworth, Kansas Territory.

Colonel Sumner will please see that the United States district attorney, Colonel Isaacs, receives the despatch forwarded by the messenger who takes this to him.

HEADQUARTERS DEPARTMENT OF THE WEST,
St. Louis, July 3, 1856.

COLONEL: I informed you by telegraph on the 1st instant of my arrival here, and having assumed command of the department on that day. I go up to Fort Leavenworth to-day, no boat having left yesterday. I do not regret the delay, for I learned, after my despatch of the 1st to you, that Governor Shannon was still here, and I saw him twice yesterday. He is awaiting the arrival of his family, which he expects in a day or two, and will then return to Kansas.

The persons chosen under the new constitution as members of the legislature of the "State of Kansas" were adjourned to meet on the 4th of July, and their assembling, if it takes place, may cause some disorders; but I have no means of knowing what probability there is of it. I presume, if the governor thought there was anything serious to be apprehended, he would not be absent from the Territory; so that I think there is not much probability of violence on that occasion.

With regard to the general affairs of the department, I can give no information of value before I have the assistant adjutant general's books and papers at Fort Leavenworth; everything seems to be well arranged and conducted.

As a new fiscal year has begun without any appropriation, and the entire responsibility of all kinds is placed on the department commanders, especially in the new quartermaster's department regulations, I think it proper to say that I shall incur no responsibility for expenditures, no matter how pressing the necessity, that are not fully authorized by law and provided for by appropriations, but will await directions from higher authority.

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General Commanding Department.

Col. S. COOPER,

Adjutant General U. S. Army.

HEADQUARTERS 1ST CAVALRY,
Fort Leavenworth, K. T., July 7, 1856.

COLONEL: I returned from Topeka yesterday, and have the honor to submit the following report:

I concentrated five companies of my regiment at Topeka on the 3d instant, and brought up two pieces of artillery on that night. I was informed on my arrival that the legislature would not meet if I would give an order forbidding it. I said that that was the province of the

governor, and that he would issue a proclamation to that effect, and that I was particularly anxious that they should yield to it, and not compel me to use force. On the morning of the 4th the proclamation (enclosed) was read to the people by the marshal, and also that from the President. A part of the members complied with them, and did not assemble; but a number of both houses determined to meet at all hazards, and I was obliged to march my command into the town, and draw it up in front of the building in which the legislature was to meet. I then went into the house of representatives, which had not organized, and said to them that, under the proclamations of the President and the governor, the Topeka legislature could not assemble and must disperse. They had the good sense to yield at once, and to say that they should not array themselves against the authorities of the United States. I then went into the upper house, or council, and made a few remarks to them, and they at once coincided with the lower house; and thus the Topeka government was brought to an end. There were about five hundred men present, and it was a more delicate affair from the fact that it happened amidst the festivities of the 4th of July. I consider myself very fortunate in having accomplished my object without using an angry word or receiving one in the slightest degree disrespectful.

I have this moment received General Harney's order for my regiment to patrol on the Oregon route till further orders. In my letter to you of the 28th of May last, I asked you what should be done in the event of my receiving orders from General Harney to move before the Kansas difficulties were settled. To this I have received no reply; and if I do not receive orders from your office that conflict with General Harney's orders by this day's mail, or that of the 9th instant, I shall feel it to be my duty to disregard at once all Kansas affairs, and concentrate my regiment at this post immediately to prepare for the march.

I am, colonel, very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry, Commanding.

Col. S. COOPER,

Adjutant General U. S. Army.

PROCLAMATION.

By the acting governor of the Territory of Kansas:

Whereas we have been reliably informed that a number of persons, claiming legislative powers and authority over the people of the Territory of Kansas, are about to assemble in the town of Topeka for the purpose of adopting a code of laws or of exercising other legislative functions, in violation of the act of Congress organizing the Territory, and of the laws adopted in pursuance thereof, and it appearing that a military organization exists in this Territory for the purpose of sustaining this unlawful legislative movement, and

“thus, in effect, subvert by violence all present constitutional and legal authority;” and whereas the President of the United States has, by proclamation, bearing date the 11th February, 1856, declared that any “such plan for the determination of the future institutions of the Territory, if carried into action, will constitute the fact of insurrection,” and therein commanded “all persons engaged in such unlawful combinations against the constituted authority of the Territory of Kansas, or of the United States, to disperse and retire peaceably to their respective abodes; and whereas satisfactory evidence exists that said proclamation of the President has been and is about to be disregarded by the persons and combinations above referred to:

Now, therefore, I, Daniel Woodson, acting governor of the Territory of Kansas, by virtue of authority vested in me by law, and in pursuance of the aforesaid proclamation of the President of the United States, and to the end of upholding the legal and constitutional authority of the Territory, and of preserving the public peace and tranquility, do issue this, my proclamation, forbidding all persons claiming legislative powers and authorities as aforesaid, from assembling, organizing, or attempting to organize, or act in any legislative capacity whatever, under the penalties attached to all wilful violators of the laws of the land and disturbers of the peace and tranquillity of the country.

In testimony whereof I have hereunto subscribed my hand and caused to be affixed the seal of the Territory this fourth day of July, in the year of our Lord eighteen hundred and fifty-six, and of the independence of the United States the eightieth.

[L. S.]

DANIEL WOODSON,
Acting Governor of Kansas Territory.

The proclamation of the President and the order under it require me to sustain the executive of the Territory in executing the laws and preserving the peace.

I therefore hereby announce that I shall maintain the proclamation at all hazards.

E. V. SUMNER,
Colonel 1st Cavalry, Commanding.

HEADQUARTERS, FORT LEAVENWORTH, K. T.,
July 7, 1856.

Official—true copy.

E. V. SUMNER,
Colonel 1st Cavalry.

FRENCHMAN'S ISLAND,
Oneida Lake, N. Y., August 11, 1856.

COLONEL: I see in the proceedings of the Senate a letter addressed to me by yourself, dated July 21, 1856, containing the Secretary of

War's remarks on my report of the dispersion of the Topeka legislature. As it will be some time before that letter will reach me from Fort Leavenworth, I think it better to address the department at once on this subject.

The free State legislature of Kansas, elected and organized without law, was considered by the governor and myself as "insurrectionary," and under the President's proclamation of February last, we felt bound to suppress it. If it had been suffered to go on it must have led to the most serious consequences. Even if they had not attempted to put their laws in force, the very enactment of them, together with the other proceedings of an organized legislature, would have encouraged the free State party in a still more decided resistance to the laws that the President had determined must be maintained. Under these circumstances I felt it to be my duty to maintain the proclamation of acting Governor Woodson. The marshal was sent into Topeka to read this proclamation, and also the President's, and I had previously informed the people that I was very anxious that they should comply with them and not compel me to display force on the occasion. When the marshal returned to my camp he reported to me that the legislature would assemble in defiance of the proclamations. I knew there was a large body of men there to sustain this act. I was therefore compelled to march a command into the town and say to the members of the legislature that they could not organize and must disperse. A convention or mass meeting was in session there at the time, and a committee waited upon me to inquire if I intended to disperse them. I said "No, by no means; our citizens have a right to assemble in convention whenever they please. It is only the illegal legislative body with which I have anything to do." I regret that I have been misunderstood by the government. From beginning to end I have known no party in this affair. My measures have necessarily borne hard against both parties, for both have, in many instances, been more or less wrong. The Missourians were perfectly satisfied so long as the troops were employed exclusively against the free State party; but when they found that I would be strictly impartial, that lawless mobs could no longer come from Missouri, and that their interference with the affairs of Kansas was brought to an end, then they immediately raised a hue and cry that they were oppressed by the United States troops.

I am, colonel, very respectfully, your obedient servant,

E. V. SUMNER,

Colonel 1st Cavalry.

Colonel S. COOPER,
Adjutant General.

[Endorsement.]

The President's proclamation having been sent from this department to Colonel Sumner, as a part of his instructions, a general reference to that paper is no compliance with the requirements of the letter addressed to him, dated July 21, 1856. If any portion of that proclamation was understood as directing military officers to use the

force under their command for the dispersion of an illegal legislative body, that part of the proclamation should have been specially cited.

If the "serious consequences," anticipated by the colonel commanding 1st cavalry from the convention of the free State legislature of Kansas had been realized, it might have been necessary for him to use the military force under his command to suppress resistance to the execution of the laws, and he would have had no difficulty in finding his authority, both in the President's proclamation and in the letter of instructions which accompanied it. But if the exigency was only anticipated, it is not perceived how authority is to be drawn from either, or both, to employ a military force to disperse men because they were "elected and organized without law."

The reference to the dissatisfaction of the Missourians seems to be wholly inappropriate to the subject under consideration, and the department is at a loss to understand why that reference is made; the more so, because, in answer to an enquiry from Colonel Sumner, he was distinctly informed, by letter of 26th March, 1856, that the department expected him, in the discharge of his duty, to make no discrimination, founded on the section of the country from which persons might or had come.

JEFF'N DAVIS,
Secretary of War.

WAR DEPARTMENT, *August 27, 1856.*

ADJUTANT GENERAL'S OFFICE,
Washington, July 21, 1856.

SIR: Your letter of the 7th instant, reporting your return to Fort Leavenworth and the measures adopted by you, under the proclamation of the acting governor of Kansas Territory, dated July 4, 1856, has been received and laid before the Secretary of War, by whom it has been returned to this office, with the following endorsement, which is communicated to you for your information and government:

"The communication of Colonel Sumner, and the proclamation enclosed, indicate that circumstances, not disclosed in previous reports, *existed to justify him in employing the military force to disperse the assembly at Topeka.* Though thus indicated, it is not yet made fully to appear that the case was one in which, by his instructions, he was authorized to act, viz: that the governor had found the ordinary course of judicial proceedings, and the powers vested in the United States marshal, inadequate to effect the purpose which was accomplished by the employment of the troops of the United States. Colonel Sumner will be called upon to communicate upon this point.

"JEFF'N DAVIS,
Secretary of War.

"WAR DEPARTMENT, *July 19, 1856.*"

I am, sir, respectfully, your most obedient servant,

S. COOPER, *Adjutant General.*

Colonel E. V. SUMNER,

1st Cavalry, Fort Leavenworth, K. T.

SYRACUSE, N. Y., *August 31, 1856.*

COLONEL: I received yesterday your letter of the 28th instant, with the Secretary of War's endorsement on my letter in reference to the dispersion of the Topeka legislature. In reply I would respectfully refer to my remark in that letter, that both acting Governor Woodson and I did consider the Topeka government "insurrectionary" under the proclamation of the President, and under that proclamation we felt bound to suppress it. Surely, were we not bound to consider it so, when the principal officers of the Topeka government had been arrested for treason by the highest judicial authority in the Territory, and were still held as prisoners under that charge, with the sanction of the government? It is true we might have waited till the action of this legislature had led to some overt act of treason; but, as I understood the letter of instructions of February 18, 1856, it was expected that peace would be maintained in the Territory by the moral force of the presence of the troops; and in order to do this, it was necessary to be very vigilant in anticipating combinations that would have become uncontrollable. When the circumstances arose that compelled Governor Shannon to issue his proclamation placing himself between the two parties, and calling upon me to maintain it, I dispersed immediately several large armed bodies of both parties; and that, too, when they were on the point of coming in collision.

Under that proclamation all things had become quiet, with the exception of a few brigands, belonging to no party, who were prowling about the Territory.

All this was done by the moral influence of the troops alone, for happily not a shot was fired. I supposed that my letter of the 11th instant would be satisfactory; but as it is not, I would respectfully refer to the proclamation of acting Governor Woodson, a copy of which was forwarded to the War Department, and which was issued expressly to prevent the assembling of the Topeka legislature, declaring, among other things, that this unlawful legislative movement was insurrectionary. He made no written requisition upon me to enforce it to which I can refer; for the reason that he was personally present in my camp desiring the interposition of the troops, as the marshal had returned, and informed us that he had read the proclamations to the people, and that they would be disregarded. Under these circumstances could I have acted differently without a palpable violation of my letter of instructions of February 18, 1856, which requires the commanding officer to interpose the troops whenever called on by the governor to do so?

I am, colonel, very respectfully, your obedient servant,

E. V. SUMNER,

Colonel First Cavalry.

Colonel S. COOPER,

Adjutant General U. S. A.

REPORTS FROM THE DEPARTMENT OF THE WEST.

- July 14, 1856: From General P. F. Smith.
July 26, 1856: From General P. F. Smith.
August 1, 1856: From General P. F. Smith.
August 1, 1856: From General P. F. Smith.
August 6, 1856: From General P. F. Smith.
August 11, 1856: From General P. F. Smith.
August 22, 1856: From General P. F. Smith, enclosing—
 Letter from Governor Shannon to General Smith, August 17, 1856.
 Letter from General Smith to Governor Shannon, August 19, 1856.
 Letter from Major John Sedgwick to Major George Deas, August 17, 1856.
 Letter from Major George Deas to Major John Sedgwick, August 18, 1856.
 Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, August 18, 1856.
 Instructions of General Smith, August 19, 1856.
 Letter from W. Richardson to General Smith, August 18, 1856.
 Argus, extra, August 18, 1856.
August 29, 1856: From General P. F. Smith, enclosing—
 Letter from Captain D. B. Sacket to Lieutenant Colonel J. E. Johnston, August 24, 1856.
 Letter from Dan Woodson to General Smith, August 26, 1856.
 Proclamation of acting governor of Kansas, August 25, 1856.
September 10, 1856: From General P. F. Smith, with endorsement of Secretary of War, enclosing—
 Letter from Major George Deas to Lieutenant Colonel J. E. Johnston, August 24, 1856.
 Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, August 24, 1856.
 Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, August 28, 1856.
 Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, August 27, 1856.
 Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, August 30, 1856.
 Letter from Major H. H. Sibley to Lieutenant Colonel P. St. George Cooke, August 30, 1856.
 Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, August 30, 1856.
 Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, August 31, 1856.
 Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, September 2, 1856.
 Letter from Daniel Woodson to Lieutenant Colonel P. St. George Cooke, September 1, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Daniel Woodson, September 2, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Daniel Woodson, September 1, 1856.

Letter from Daniel Woodson to Lieutenant Colonel P. St. George Cooke, September 1, 1856.

Letter from Captain D. B. Sackett to Lieutenant Colonel P. St. George Cooke, September 1, 1856.

Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, September 2, 1856.

Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, September 3, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, September 3, 1856.

Letter from H. M. Moore to Lieutenant Colonel P. St. George Cooke, September 3, 1856.

Letter from chief of Delaware nation to Lieutenant Colonel P. St. George Cooke, September 3, 1856.

Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, September 5, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, September 4, 1856.

Letter from Lieutenant Colonel J. E. Johnston to Lieutenant Colonel P. St. George Cooke, September 4, 1856.

Letter from Major George Deas to Lieutenant Colonel P. St. George Cooke, September 6, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, September 5, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Major George Deas, September 7, 1856.

Letter from Captain D. B. Sackett, to Lieutenant Colonel P. St. George Cooke, September 6, 1856.

Letter from Lieutenant G. B. Anderson to Lieutenant T. J. Wright, September 6, 1856.

September 10, 1856: From General P. F. Smith, enclosing—

Letter from Captain G. H. Stewart to Captain H. W. Wharton, September 1, 1856.

Letter from Captain G. H. Stewart to Captain H. W. Wharton, August 27, 1856.

Letter from Captain G. H. Stewart to Adjutant General, (extract,) with endorsement of Secretary of War, September 8, 1856.

Letter from Captain H. W. Wharton to Major George Deas, September 27, 1856.

September 15, 1856: From General P. F. Smith, with endorsement of Secretary of War, enclosing—

Letter from Captain D. B. Sackett to Lieutenant T. J. Wright, September 9, 1856.

Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 13, 1856.

Letter from Captain W. J. Newton to Lieutenant T. J. Wright, September 10, 1856.

- Letter from Lieutenant Colonel P. St. George Cooke to Major Deas, September 10, 1856.
- Inaugural address of Governor John W. Geary, September 11, 1856.
- Proclamation of Governor John W. Geary, September 11, 1856.
- September 17, 1856: From General P. F. Smith, with endorsement of Secretary of War, enclosing—
- Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 16, 1856.
- Letter from Lieutenant Colonel P. St. George Cooke to Governor J. W. Geary, September 16, 1856.
- Letter from Captain T. J. Wood to Lieutenant Colonel P. St. George Cooke, September 16, 1856.
- Letter from Lieutenant Colonel P. St. George Cooke to Captain T. J. Wood, September 14, 1856.
- October 14, 1856: From General P. F. Smith, with endorsement of Secretary of War, enclosing—
- No. 1. Letter from General Smith to Governor Geary, September 22, 1856.
- No. 2. Letter from Major F. J. Porter to Lieutenant Colonel P. St. George Cooke, September 26, 1856.
- No. 3. Letter from Major F. J. Porter to Lieutenant Colonel J. E. Johnston, September 29, 1856.
- No. 4. Letter from General Smith to Governor Geary, September 28, 1856.
- No. 5. Letter from Governor Geary to General Smith, October 4, 1856.
- No. 5. Letter from Green P. Todd to Captain Sturgiss, October 6, 1856.
- No. 6. Letter from Major F. J. Porter to Lieutenant Colonel P. St. George Cooke, October 5, 1856.
- No. 7. Letter from Lieutenant Colonel P. St. George Cooke, to Major F. J. Porter, September 27, 1856.
- Orders No. 11, September 26, 1856.
- Letter from Lieutenant T. J. Wright to Lieutenant Colonel George Andrews, September 26, 1856.
- No. 8. Letter from Major F. J. Porter to Lieutenant Colonel P. St. George Cooke, October 8, 1856.
- No. 9. Letter from Major F. J. Porter to Lieutenant Colonel P. St. George Cooke, October 8, 1856.
- No. 10. Letter from Major F. J. Porter to Lieutenant Colonel P. St. George Cooke, October 10, 1856.
- No. 11. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 20, 1856.
- No. 12. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 24, 1856.
- No. 12. Letter from Governor Geary to Lieutenant Colonel P. St. George Cooke, September 23, 1856.
- No. 13. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 28, 1856.

- No. 14. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, September 29, 1856.
- No. 15. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, October 3, 1856.
- Proclamation of Governor Geary, September 30, 1856.
- Letter from Governor Geary to Lieutenant Colonel P. St. George Cooke, September 28, 1856.
- No. 16. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, October 7, 1856.
- No. 17. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, October 8, 1856.
- No. 17. Letter from Lieutenant Colonel P. St. George Cooke to Lieutenant Colonel J. E. Johnston, October 7, 1856.
- No. 18. Letter from Lieutenant Colonel P. St. George Cooke to Major F. J. Porter, October 10, 1856.
- No. 18. Letter from William J. Preston to Lieutenant Colonel P. St. George Cooke, October 10, 1856.
- No. 18. Letter from Lieutenant Colonel P. St. George Cooke to William J. Preston, October 10, 1856.
- November 11, 1856: From General P. F. Smith, enclosing—
- Letter from Governor Geary to General Smith, November 11, 1856.
- Orders No. 14, November 12, 1856.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, July 14, 1855.

COLONEL: I arrived here on the evening of the 7th instant. Major Deas, with the office books and papers, has not yet arrived. I delayed writing since my arrival because Colonel Sumner goes on leave tomorrow, and will convey the letters in one-third of the time required by mail.

Colonel Sumner had already dispersed the people assembled at Topeka on the 4th of July to organize a government in opposition to that established by law; he succeeded in his object without resorting to any violence, and since then no active measures have been taken by the opposing parties in the Territory; but lawless people from each are spreading over the country, robbing, and even murdering, and nothing but the display of military force prevents the violent of both sides from resuming, their organizations when most lamentable collisions must follow.

If, however, they are repressed for a few weeks their numbers will dwindle away, and the funds by which they are supported (furnished from without) will be exhausted, and the Territory then left, in a great measure, to those who actually reside in it; but among them the seed lately sown will long produce bitter fruit.

If I hear of any new violence threatened from any quarter, I will take prompt and effective measures to support the civil authority in the suppression of it.

On the 28th of June, at Iowa City, Colonel Lane raised \$2,000 by subscription, and had about two hundred and fifty men, whom he said he would march, with a large reinforcement from Chicago, across Iowa to Council Bluffs. I presume he found more difficulties than he anticipated, for I have not yet heard of his arrival on the Missouri.

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Col. S. COOPER,

Adjutant General of the Army.

HEADQUARTERS, DEPARTMENT OF THE WEST,

Fort Leavenworth, July 26, 1856.

COLONEL: Everything has been tranquil in the department since I assumed the command. In the Territory of Kansas there have been no disturbances, but emigrants are coming in armed, as though they were prepared to begin again when an opportunity offers.

* * * * *

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Lieut. Col. S. THOMAS,

Assistant Adjutant General, Headquarters of the Army.

[Extract.]

HEADQUARTERS, DEPARTMENT OF THE WEST,

Fort Leavenworth, August 1, 1856.

COLONEL: * * * * *

Judge Lecompte, of the United States district court of this Territory, had heard that a party of men who had come from Iowa with Lane had threatened to prevent his holding a court in Doniphan county, where some indictments of persons accused of usurpation of office in the Territory were to be tried. At his request a company has been sent to take a position convenient to the place of holding the court, (Whitehead, four miles above St. Joseph,) to act under his authority in securing the peaceful administration of justice.

I hear of no disturbance anywhere in the Territory.

* * * * *

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Col. S. COOPER,

Adjutant General of the Army.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 1, 1856.

COLONEL: Things remain apparently quiet in Kansas Territory, and I hear of no threatened hostilities from Indians.

The judge for the United States court for this Territory (Kansas) had heard that threats were made that a term of his court, to be held at Whitehead, in Doniphan county, near St. Joseph, would be prevented from sitting, by violence from a party of men just conducted by Lane to the Territory, and that the execution of the process of the court would be resisted by the same party. At his request I have detached a company of the 1st cavalry to station itself near the place where the court is to be held, and to act under the judge's authority in defending the administration of justice.

Captain T. J. Wood's company marched this morning for this purpose.

* * * * *

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Lieut. Col. L. THOMAS,

A. A. General, Headquarters of the Army, New York City.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 6, 1856.

COLONEL: Major Deas arrived here a few hours after my last communication was written. Nothing of interest has happened since. At the instance of Governor Shannon, some change has been made in the position of the troops along the eastern line of the Territory. I did not see the necessity of any change; but as it was made before I heard of it, I would not remove the companies again.

To-day a deputy of the marshal came with a letter to the chief marshal from the governor, directing him to remove the prisoners under the guard of Captain Sacket's company (Robinson and others) to this post. I informed the marshal that I would not receive them here; it would only give rise to a clamor against the military imprisonment of citizens, and there is no place here to put them without displacing some of the garrison. I told him that if the governor should procure a house fit for a prison and put the accused there under the charge of a civil officer, I would furnish such a guard as would insure their safe custody. I would not notice reports I see in the papers of committees that have applied to me for protection and my refusal to grant it, and of other such things, if I did not see that the objects for which such reports are circulated are being carried out by members of Congress in resolutions of inquiry. The whole are gross fabrications; there is no foundation for any of them.

The only applications made were by individuals asking me to send a force with them to recover property they alleged to have been ille-

gally taken from them. I referred them to the civil authority for redress; but told them if the civil authority found itself too weak to enforce its writs, assistance would be furnished them. There have been two such applications by individuals, and one for an escort to accompany him to the judge of the United States court of the Territory, (about 3 miles off;) but as he rode by the judge's door to come to me, I declined, as he evidently was not sincere in his application.

The troops have not done any act since I have been here that looked the least like any attempt to interfere with a citizen, except that of guarding the prisoners charged with treason and in the custody of the marshal.

* * * * *

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Colonel S. COOPER,

Adjutant General of the Army.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 11, 1856.

COLONEL: I have received a letter from Governor Shannon, asking me to take the field with the whole disposable force in the Territory, to prevent the ingress of "Lane's party" by the northern boundary of the Territory. The information given to the governor has been so exaggerated and is, to my knowledge, so incorrect, that I decline making a movement that would introduce as much disorder as existed six weeks ago. Captain T. J. Wood, with his company of 1st cavalry, is upon the northern frontier, and I shall depend on his report govern my action.

Some of the companies along the Kansas were sent by the commanding officer there, at the governor's request, to break up camps of armed men at several places he designated. On the arrival of the troops at the points designated not only were no camps found, but none had ever existed there, or anywhere else in their neighborhood. I know that each party is trying to engage the action of the troops in expelling their adversaries, and I place no dependence on the reports that do not come from what I consider good authority.

* * * * *

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Colonel S. COOPER,

Adjutant General of the Army.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, K. T., August 22, 1856.

COLONEL: Late in the evening of the 18th instant I received from Major Sedgewick and from Governor Shannon the letters enclosed.

I had heard previously various rumors of outrages committed by bands of armed men about the neighborhood of Lawrence, and had seen handbills published in other towns purporting to give an account of them; and messengers came to me on two occasions to relate what they had seen of an attack on Lecompton on the morning of the 16th; but as all this must have happened near some of Major Sedgewick's posts, and I received no information from him, and as much of the information I had received I knew to be false, I placed no confidence in it whatever, especially learning that up to the 17th no attack at all had even then been made on Lecompton. Major Sedgewick alludes in his despatch enclosed to an attack on Franklin. This is all the information I have as yet on the subject that is authentic; the date and particulars are yet unknown. But on the assurance of both the governor and Major Sedgewick that there are eight hundred armed men assembled in Lawrence, who can be increased in twelve hours to twelve hundred, and that it is expected they would attack and destroy the capital of the territory, Lecompton, I have ordered Lieut. Col. Johnston, 2d cavalry, to go there with all the troops at his post, except a small company, and have ordered all the men from Fort Riley, except a small garrison, to the same place. I have sent down to have all the troops, recruits, or others at Jefferson barracks, to be sent here, and will send them and any companies of the 6th that may arrive to reinforce the command on the Kansas, if necessary. A large force may prevent any violence; a small one might tempt to the commission of it.

I enclose my instructions to the officer who may command the troops. He is to confine his action to the cases specified in the Constitution and provided for by the acts of Congress of February 28, 1795, and March 3, 1807. I could not tell that Congress had this session restricted the action of the troops—as far as was in their power, that is—to the constitutional provision.

I enclose also a communication from an officer of the militia on the northern border of the Territory, showing how contradictory and inconsistent are the accounts spread over the country; for the party that Lane brought from Iowa is on the northern border and on the Kansas at the same time.

Colonel Sumner's regiment cannot now muster four hundred men, including Captain Stewart's company, on its way to Fort Laramie, and a detachment under Lieutenant Wheaton, *en route* for Fort Kearney with the Sioux prisoners.

Lieut. Col. Cooke's six companies have a little more than one hundred horses.

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Col. S. COOPER,

Adjutant General of the Army.

EXECUTIVE OFFICE,
Lecompton, K. T., August 17, 1856.

SIR: This place is in a most dangerous and critical situation at this moment. We are threatened with utter extermination by a large body of free State men.

The report of Major Sedgwick, which will accompany this, will give you the particulars of the various outrages which this body of armed men have perpetrated within the last few days. I have just returned from Lawrence, where I have been this day, with the view of procuring the release of nineteen prisoners that were taken. I saw in that place at least eight hundred men, who manifested a fixed purpose to demolish this town. I know that they intend an attack, and that, too, in a very short time. I have correct information that they have five hundred men over in the Ossawatimie country, some forty miles south; about three hundred in the valley of the Wakarusa, and a large body above this place, variously estimated at from three to six hundred. There can concentrate at this place, in a very short time, some fifteen hundred or two thousand men, well armed, with several pieces of artillery. It would seem that the business of "wiping out," as it is called, of the pro-slavery party has been commenced. This heavy force has most unexpectedly sprung into existence, and made its appearance within a few days past. The women and children have been mostly sent across the river, and there is a general panic among the people. The force here is small—say eighty or a hundred dragoons, and some hundred and twenty citizens poorly armed, and badly supplied with ammunition. Under these circumstances, I have to request you to send from the fort all your disposable force. A few companies of infantry would be very desirable, and some light artillery. Permit me to express the hope that whatever force you can despatch to the relief of this place will be sent as soon as possible. Delay may be ruinous.

Yours, with great respect,

WILSON SHANNON.

General P. F. SMITH.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 19, 1856.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, by Major Sedgwick's express. I have sent Colonel Johnston down to Lecompton with all the troops here, except a small company, and have ordered Colonel Cooke to send from Fort Riley all the men there, except a small garrison. There is no infantry within reach.

I have given to the commanding officer of this force instructions founded on those of the Executive to Colonel Sumner, and since to myself.

It will be necessary that you should make some arrangement for

the custody of the prisoners that will take them out of the hands of the troops.

A small guard cannot be left with them safely; a large one cannot be spared, and they cannot be marched with the troops, whose movements they would retard and embarrass.

After the many false reports that have been brought here, under the sanction of the civil officers in the country, I can place no more reliance on such information, and will only act on official reports from officers or intelligence from persons I know personally to be reliable. And as my own action and responsibility is to depend on the value of all such information as to its truth, I must have it before me before I can judge of the confidence to be placed in it.

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

To his Excellency WILSON SHANNON,

Governor of the Territory of Kansas.

CAMP NEAR LECOMPTON, K. T.,
August 17, 1856.

MAJOR: As the governor wishes to communicate with the general commanding the department, I avail myself of the opportunity to report, that within the last few days parties of armed men have been assembling in various places, committing many depredations, and have now become so bold as to attack a house within two miles of the troops. After the attack on Franklin by the free-soilers they attacked a camp said to contain about forty, who had banded themselves together for protection. After dispersing them and burning the house, they marched on this town. The governor requested me to move in with all the disposable force I had, which amounted to only thirty men. After remaining in town till after daylight, I returned to my camp, and had just reached it when I heard the report of a 6-pounder, and soon ascertained that the house of Colonel Titus, in which he had twenty men, was the place attacked. I placed my command between the house and town, and, the governor soon after joining us, we moved in the direction of the place attacked. By this time the house had been destroyed, one man killed, Colonel Titus and one other dangerously wounded, the others carried off prisoners.

This morning I received from the governor a communication directing me to proceed to Lawrence and demand the prisoners, and, in case of refusal, to take them by force, firing upon the resisting party. I immediately called upon the governor, and at the suggestion of Dr. Rodrigue, a gentleman of high standing, we proceeded to Lawrence, and had an interview with the persons holding the prisoners. After a long consultation, (in which I took no part,) the governor made an arrangement to exchange some that he held, and some other stipulations.

I believe that there are eight hundred men (armed) in Lawrence,

which can be increased in twelve hours to twelve hundred; they are in a state of high excitement, almost uncontrollable, and I believe they will attack this town and destroy it, if every part of the agreement is not carried out, which I fear cannot be done. I think if any troops are needed it will be a larger number than I have at my disposal. At the request of the governor I have ordered Captain Andrews' company from the Wakarusa, and Captain Newby's from Palmyra, to this camp. They arrived yesterday. This increases my effective force to about ninety.

I should very much like to have the advice of Colonel Johnston for a few days. I would also say that I have received no instructions how to act in a conflict with citizens, or when an officer is authorized to fire upon them, except the President's proclamation of February 16, 1856.

I am, sir, very respectfully, your obedient servant,

JOHN SEDGWICK,
Major 1st Cavalry.

Major GEORGE DEAS,
Adjutant General, Department of the West.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 18, 1856.

SIR: I have to acknowledge the receipt of your communication of the 17th instant, and to inform you that Captain Howe's company of artillery and two companies of cavalry will leave this post to-morrow morning to join you, and that all the disposable force at Fort Riley has been directed to proceed without delay to Lecompton.

I am, sir, very respectfully, your obedient servant,

GEORGE DEAS,
Assistant Adjutant General.

Major JOHN SEDGWICK,
First Cavalry, Lecompton.

P. S.—Captains De Saussure and Beall have been directed to join you.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 18, 1856.

SIR: The general commanding the department directs that you will, with the utmost despatch, organize a force of one complete squadron of dragoons, to be selected from the most efficient for mounted service, to proceed to the town of Lecompton, the seat of government in this Territory, now threatened with attack and destruction. The remainder of your command, with the exception of the dismounted men of the two weakest companies, who will be left as the guard to the

post, will accompany the squadron on foot as riflemen, the officers to be mounted. On arriving at Lecompton the officer in command will report the presence of the troops to the executive of the Territory of Kansas, and will then be governed by the instructions which will be sent from these headquarters. The senior officer present with the force to be concentrated at or near Lecompton will command the whole.

I am, colonel, very respectfully, your obedient servant,

GEORGE DEAS,
Assistant Adjutant General.

Lieut. Col. P. St. G. COOKE,
Second Dragoons, Fort Riley, K. T.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 19, 1856.

Instructions for the officer in command of the detachment of United States troops ordered to assemble in the neighborhood of Lecompton, the capital of Kansas Territory, on the requisition of the governor thereof, to repress insurrection.

SIR: The whole of the 1st regiment of cavalry (except one company at Fort Leavenworth and one at Fort Kearny,) with Captain Howe's company of the artillery, and a squadron of the 2d dragoons, and a detachment of dismounted men of the same regiment, will be assembled under your command, and will be re-inforced, if necessary, by such detachments of infantry and recruits as may arrive here in time.

This force you will keep concentrated as much as possible, making no detachments except as scouts and patrols, unless in case of absolute necessity, of which you will be the judge; and all the men, horses, and arms will be kept in a perfect state of readiness for instant action at all times.

The governor of the Territory has required the presence of these troops to aid the civil authority in suppressing insurrection, and in protecting the peaceable inhabitants of the Territory from the lawless violence of armed bodies which he represents as arrayed for that purpose.

That you may have a distinct idea of your powers and duties in this position, the following official instructions from the Executive of the United States are referred to, and you will be governed entirely by the rules therein laid down:

First. The proclamation of the President of the United States, dated the 11th day of February last.

Second. The instructions of the Secretary of War to Colonel E. V. Sumner and Lieut. Col. Cooke, dated the 15th of February.

Third. A letter from the Adjutant General of the army to Colonel Sumner, dated March 26, 1856, in answer to a request of the latter to know the views of the department in relation to the course to be pursued towards armed bodies coming into the Territory, particularly the following paragraph:

"It is only when an armed resistance is offered to the laws, and

against the peace and quiet of the Territory, and when, under such circumstances, a requisition for military force is made upon the commanding officer by the authority specified in his instructions, that he is empowered to act."

And last. To the following extract from the instructions of the Secretary of War to the general commanding the department, dated the 27th June last:

"Enclosed you will find a copy of a proclamation of the President of the United States, and of a letter of instructions directed to the commanding officers of Forts Leavenworth and Riley, to which you are referred for the views of the Executive, and for the government of your conduct in the contingencies therein contemplated; and if, in such contingencies, you should be called upon to use any portion of the troops under your command to aid the civil authorities in arresting offenders, a detachment of troops for that purpose will be directed to accompany the civil officer charged with the process, and to aid him in the execution of his duties, both in making the arrests, and in conducting prisoners to places where they may be safely kept by the civil authorities. In discharging the delicate functions arising from the peculiar condition of affairs in Kansas, you will carefully abstain from encroaching upon the proper sphere of the civil authorities, and will observe the greatest caution to avoid any conflict between the civil and military power."

As a great responsibility will rest on the officer in command of the troops, he must, in assuming it, act on his own judgment and on information perfectly satisfactory to his own mind. After the examples we have had daily, of late, of the gross falsehoods, misrepresentations, and exaggerations spread over the country under what was said to be the most reliable authority, it will not be safe to trust to any intelligence the source and channel of which are not satisfactory to yourself.

You have the entire command and control of the troops, and are in no case to commit them to any other than the regular military authority. Send, as soon as your command is assembled, and weekly thereafter, field returns of its strength, even though the commanding general should be absent from Fort Leavenworth. Send also topographical sketches of the country around you, with distances marked.

To avoid weakening your command, you will hire such express men as you may think necessary, and will keep a constant communication with the headquarters.

In conclusion, the general begs and directs you to avoid as long as possible any appeal to arms; use every endeavor in your power to bring those who are in opposition to the law to a sense of their error; especially avoid *small* conflicts, and consider the shedding of a fellow-citizen's blood as the greatest evil that can happen except the overthrow of law and right which must end in civil war. But when the necessity of action and the employment of force does unhappily arise, employ it at once with all the power and vigor at your command, but continue it only until you have suppressed the insurrection, and then interfere to prevent any cruelty from others. The governor of the Territory should, if possible, take means to keep the prisoners ar-

rested under his authority, and such as hereafter may be taken. Their custody embarrasses the troops and diminishes their efficiency.

With respect, your obedient servant,

PERSIFOR F. SMITH,
Brevet Major General, Commanding Department.

HEADQUARTERS, FIRST DIVISION KANSAS MILITIA,
Doniphan county, Kansas, August 18.

SIR: In addition to the extra herewith enclosed, I have received reliable information that a state of actual war exists in Douglas county, and that in other parts of the Territory within this division robberies and other flagrant violations of law are daily occurring by armed bodies of men from the northern States. In the absence of all information from the governor of the Territory, I have taken the liberty of exercising the authority in me vested in cases of invasion, by ordering out the entire strength of my division to rendezvous at various points of the division to receive further orders.

The object of this is to ask of you, as commandant of this district, how far your orders require interference with the militia of the Territory, and whether or not their being thus assembled to repel such invasions is in violation of your instructions.

I am, sir, your most obedient servant,

WILLIAM P. RICHARDSON,
Major General First Division Kansas Militia.

Brigadier General PERSIFOR F. SMITH,
Commanding, Leavenworth, K. T.

ARGUS—EXTRA.

Important from Kansas.—Civil war and rebellion.—Women and children flying from their homes for their lives!

WESTON, August 18, 1856.

From sources of unquestioned credit we have learned, and now chronicle, the following highly important and exciting news from Kansas Territory.

The notorious Jim Lane is now at the head of from 600 to 1,000 armed outlaws and robbers, busily engaged in the work of destruction and devastation on the south side of Kaw river, in the neighborhood of Lecompton. Their depredations thus far have resulted in the breaking up and total destruction of the Georgia settlement on the Meridocene, a large settlement of Alabamians in the same neighborhood, an attack upon the town of Franklin, robbery of the post office at that place, and violent abuse of the postmaster and his wife; the burning of the town, or at least the best portion of it; robbery of citizens of

everything on which hands could be laid. It seems that these cowardly assassins, in an attack on a log cabin containing fourteen armed men, met with quite a warm reception. With about 200 men they made three assaults, and each time were driven back with a loss of killed and wounded that have since died, amounting to 26 in number. Failing in the third assault, these chivalrous demons then proceeded to the prairie, loaded a wagon with dry hay, and, pushing it before them to the doomed house, set the hay on fire, which soon fired the house, and compelled its brave occupants to surrender; but without the loss of a man! Having subdued the defenders of Franklin, the abolitionists then turned their attention to the destruction of isolated houses—residences of pro-slavery settlers, whom they have sworn to drive out of the Territory or exterminate. Having found by experience that the inhabitants of these houses are dangerous customers to deal with, they made their assault upon them with cannon, planted at a safe distance, out of rifle shot. Colonel Titus' house fell first, and it is believed that he fell a bloody sacrifice in its defence. Secretary Woodson's house was bombarded and burnt next; Colonel Clark's almost simultaneously shared the same fate, the colonel and his family having just barely made their escape as the inhuman bandits applied the torch. In every direction the black smoke was seen last Saturday night ascending from private dwellings. Secretary Woodson has either been killed or is a prisoner in the hands of the abolitionists; Colonel Titus is undoubtedly killed, together with many others who bravely fought for their homes and their families.

Colonel Clark is now here with his family, where he has sought an asylum from the merciless fury of the abolition outlaws. Governor Shannon, when last heard from, had fled from Lecompton, and was wending his way on foot towards the Missouri, to escape the vengeance of his pursuers. To sum up the whole the facts are these: The whole pro-slavery party south of Kaw river have either been killed or have fled to places of safety. All the pro-slavery towns in Douglas county have been pillaged and destroyed; women have been violated, and children driven from their homes to make room for bloody monsters. Robinson and the other prisoners in the custody of the law have been rescued, and the reign of terror has been regularly installed. So sudden and unexpected has been the attack of the abolitionists that the law and order party was unprepared to effectually resist them. To-day the bogus free State government, we understand, is to assemble at Topeka. The issue is distinctly made up: either the free State or pro-slavery party is to have Kansas.

Above, fellow-citizens, we have given you the facts, as far as we have learned them, of this recent unprovoked, inhuman, and unparalleled attack upon the peaceable citizens of Kansas Territory by a band of as arrant traitors as ever cursed the soil of any country; an attack premeditated and planned in the north to destroy your rights, or to dissolve the Union. Even now, while we write, our beloved Union, purchased by the blood of our ancestors, may be no more. Missourians! the war rages upon your borders—at your very thresholds! Your brethren and friends in Kansas are this day being butchered and driven from their homes, and they now call upon you for succor and

protection. The Constitution of your country, and the laws under which you have so long lived, as well as your own rights, menaced by as reckless and abandoned a foe as ever erected its bloody crest to disturb the repose of society, demand that you should rise up as one man and put an instant and effectual quietus to the hired tools of abolition, disunion, and aggression, now roaming rampant over the plains of Kansas with firebrand and sabre.

Citizens of Platte county! The war is upon you, and at your very doors. Arouse yourselves to speedy vengeance, and rub out the bloody traitors. Recollect that, although this unholy and unnatural war is carried on in Kansas, it is against you and your institutions. By a prompt and vigorous action you may put it down and save the Union; but if you lay supinely on your backs, and allow the black treason to get a firm hold in Kansas, you will find, when it is too late, that you have allowed the golden moments to pass, and a long and bloody war, involving all the States of the Union, will be inaugurated; and then you will have to fight, not for your rights, but for your very existence; not for the Union and Constitution—for they will have been destroyed in the onset—but for some sort of an existence among the nations, either as slaves or abject dependants of some power, perhaps, of Europe. While you are inert, the powers of the Union, north and south, will be slowly mustering for the mighty conflict that is to follow; and all Europe will look on with satisfaction at the termination of this republic and the end of liberty. Rouse up, then, and strangle the demon of disunion and destruction. Patriotism and the love of country, law and liberty, demand it at your hands.

Still later.—A despatch, extra, just received this morning from Independence, signed A. G. Boone and others, corroborates the above statements.

Lecompton is burnt down.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, August 29, 1856.

COLONEL: Lieutenant Colonel Cooke, 2d dragoons, arrived at Lecompton about five days since, and took command of the troops assembled there; their strength is about five hundred men. Since the companies began to be assembled there, all has been quiet in that neighborhood; but armed men have been collecting near the border, and the neighboring State of Missouri has been excited by reports exaggerated to the highest degree, that the men who were conducted to the Territory by Lane, joined to others already in it, and of the same party, were engaged in robbing, murdering, and driving out of the Territory all those who were of different opinions from themselves, and expeditions seem to be preparing on all hands to enter the Territory and revenge the wrongs inflicted on their friends. Exaggerated and false as many of these rumors have been, there is some truth in the foundation of them. A large number of the men brought by Lane from the east have entered Kansas in small parties, and with

their arms concealed. They arrived mostly at Lawrence, where they completed their organization. They robbed all the country within their reach of the horses, and finally attacked the house of the postmaster at Franklin, probably with a view of getting possession of some arms issued to the militia, and deposited there. They wounded some and made prisoners of others defending the house, and set fire to it, having robbed the post office. A detachment of the opposite party captured some of these, and held them as prisoners. Shortly afterwards a party, regularly organized into three companies, marched from Lawrence and attacked the house of Colonel Titus, near Lecompton—about two and a half miles from it—killed one man, wounded Colonel Titus and another, and took them and 19 others prisoners. Governor Shannon made an exchange of the prisoners taken at Franklin for Colonel Titus and his companions. As soon as these facts were made known to me, which was after the capture of Colonel Titus, I ordered all the troops disposable to this neighborhood, and since then there has been no further act of violence, but tranquillity is not likely to continue. I do not think it was proper to prevent citizens from the neighboring border of Missouri coming over to aid and protect their relatives and friends from the outrages offered by the parties from Lawrence and Topeka. On the contrary, I should consider it a duty they owed. But many who entered with that view are now preparing for other operations, and just at this juncture Governor Shannon was reported to have resigned his office, and left the executive duties to the secretary of the Territory, who became acting governor. Of this I had no official information until yesterday, when a communication from the acting governor of the Territory, about the keeping of the prisoners under indictment, made me indirectly acquainted with it, and to-day I received from an officer a proclamation of the acting governor, calling out all the military force of the Territory, which I enclose. In the force thus called out, and which will be acting under the regular government of the Territory, will undoubtedly be incorporated all the parties that come armed from Missouri, raised under the excitement I have already spoken of, and when they feel themselves strong enough they will, undoubtedly, attack their opponents, who are prepared to resist them. As the army can only act in aid of, and subordinate to, the civil authority, it cannot array itself against the representatives of that very authority, and I see no way in which it can prevent a collision brought about by the government of the Territory itself, and in the exercise of its functions. It is a gross absurdity to pretend that the men brought in here lately are *bona fide* settlers; they are hired and paid to get possession of the country, but the result will be a national calamity. When blood is shed, once it will be impossible to say where it is to stop.

In regard to the prisoners under the hands of the troops, placed there for their security by the United States marshal for the Territory, an embarrassment has arisen in this. The marshal has not paid for their subsistence, and the persons who contracted to board them refuse to do so any longer. Captain Sackets, in whose charge they are, cannot do it, and unless some provision is made they must be placed again in the hands of the marshal, who will have no place to keep

them, and may be obliged to turn them over to a guard of the territorial militia. As soon as affairs approach nearer a crisis, I will move to the seat of the disturbance with all the force I can collect, but I cannot oppose it to the action of the regular territorial authorities.

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Colonel S. COOPER,

Adjutant General of the army.

IN CAMP, NEAR LECOMPTON,
August 24, 1856.

COLONEL: I am requested by Mrs. Gains Jenkins to address you with respect to the pay for boarding the prisoners now under my charge.

Mrs. Jenkins has been boarding the prisoners since the 26th of May. On the 22d June Marshal Donaldson paid her sixty dollars; since that date nothing has been paid, and there is now due her the sum of "two hundred and seventy-two dollars."

A letter has been sent to Marshal Donaldson asking for funds; his reply was, to the person who delivered the letter, "that he had no money and could not raise any."

Mrs. Jenkins does not feel willing to board the prisoners much longer, without the least prospect of pay.

Respectfully, your obedient servant,

D. B. SACKET,

Capt. 1st Cav., comd'g prisoners in camp.

Lieut. Col. J. E. JOHNSTON,

First Cavalry, Commanding.

LECOMPTON, KANSAS TERRITORY,
Executive Office, August 26, 1856.

SIR: In reply to your letter to Governor Shannon, requesting him to make some provision for keeping the prisoners now in charge of the army near this place, I have to say, that those prisoners are in the custody of the United States marshal for the Territory, Colonel J. B. Donaldson, and that the executive has no power to interfere with his duties.

Colonel Donaldson is, I understand, at Leavenworth city at this time.

Very respectfully, yours,

DAN. WOODSON,

Acting Governor Kansas Territory.

Brigadier General SMITH,

Commanding Army of the West.

Proclamation by the Acting Governor of the Territory of Kansas.

Whereas, satisfactory evidence exists that the Territory of Kansas is infested with large bodies of armed men, many of whom have just arrived from the States, combined and confederated together, and amply supplied with all the munitions of war, under the direction of a common head, with a thorough military organization; who have been and are still engaged in murdering the law-abiding citizens of the Territory, driving others from their homes and compelling them to flee to the States for protection, capturing and holding others as prisoners of war, plundering them of their property, and in some instances burning down their houses and robbing United States post offices and the local militia of the arms furnished them by the government, in open defiance and contempt of the laws of the Territory and of the Constitution and laws of the United States, and of the civil and military authority thereof; all for the purpose of subverting by force and violence the government established by law of Congress in the Territory.

Now, therefore, I, Daniel Woodson, acting governor of the Territory of Kansas, do hereby issue my proclamation, declaring the said Territory to be in a state of open insurrection and rebellion; and I do hereby call upon all law-abiding citizens of the Territory to rally to the support of their country and its laws, and require and command all officers, civil and military, and all other citizens of the Territory to aid and assist by all means in their power in putting down the insurrectionists, and bringing to condign punishment all persons engaged with them, to the end of assuring immunity from violence and full protection to the persons, property, and civil rights to all peaceable and law-abiding inhabitants of the Territory.

In testimony whereof I have hereunto set my hand and caused to be attached the seal of the Territory of Kansas. Done at [L. s.] the city of Lecompton this 25th day of August, in the year of our Lord eighteen hundred and fifty-six and of the independence of the United States the eightieth.

DANIEL WOODSON,
Acting Governor Kansas Territory.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, September 10, 1856.

COLONEL: The events that have transpired in the Territory of Kansas since my last communication, and which are connected with the operations of the army, will be found recited in full in the reports and correspondence enclosed herewith in documents numbered from one to sixteen inclusive.

In explanation of the position of affairs lately and now, I may remark that there are more than two opposing parties in the Territory. The citizens of the Territory who formed the majority in the

organization of the territorial government and in the elections for its legislature and inferior officer, form one party. The persons who organized a State government and attempted to put it in operation against the authority of that established by Congress, form another. A party, at the head of which is a former Senator from Missouri, and which is composed in a great part of citizens from that State who have come into this Territory armed, under the excitement produced by reports exaggerated in all cases and in many absolutely false, form the third. There is a fourth, composed of idle men congregated from various parts, who assume to arrest, punish, exile and even kill, all those whom they assume to be bad citizens; that is, those who will not join them or contribute to their maintenance. Every one of these has, in his own peculiar way, (except some few of the first party,) thrown aside all regard to law, and even honesty, and the Territory under their sway is ravaged from one end to the other.

Among those who have entered from Missouri are many who were led by the false report spread among them, and came here hastily, as they supposed, to protect their neighbors from murder. Many of these have returned, having discovered the fraud practised on them, and that their leaders had motives personal and peculiar to themselves, in which the honor of the government and the good of the country had no share. Lieutenant Colonel Cooke, you will perceive, thinks they are generally disbanding and going home. But I think some intend remaining, and the most urgent efforts are making by the leaders of this party, by the same means they used at first, to draw in reinforcements to keep up and even augment their strength.

The party organized at Topeka set themselves up openly in opposition to the law and constitution, and you see their last reinforcements are everywhere called "Lane's regiment" among their own friends and newspapers. Until the day before yesterday I was deficient in force to operate against all these at once; and the acting governor of the Territory did not seem to me to take a right view of affairs. If Mr. Atchison and his party had had the direction of affairs, they could not have ordered them more to suit his purpose. I approve, therefore, highly of Colonel Cooke's refusal to send a command to Topeka, which not only would or might have resulted in the death of two or three hundred citizens on the mere vague denunciation of the acting governor, but would have insured the absence of the troops from the neighborhood of Lawrence at the time when the Missourians and Kansas militia, under the authority of the acting governor, proposed attacking it. The position of the troops between Lawrence and Lecompton, while concentrated, is such as to keep the main bodies of both parties in check. It could not, however, prevent a detachment from being made from the Missourians to attack a party under Brown, at Ossawatimie, where thirteen men of the latter were killed. Though there is nothing to regret as to those who suffered, yet the act was a grossly unlawful act, and deprives those who took part in it of all consideration for the future.

The day before yesterday, the four companies of the 6th infantry, under Captain Todd, arrived; this is a fine battalion, nearly full, and enables me to extend the plan of operations. Governor Geary, too,

arrived yesterday, and one very great cause of embarrassment is removed, for we shall act *entirely* in concert. Major Emory, 1st cavalry, also arrived with him, with the despatches from the Secretary of War.

After consultation with the governor, we think it will be unnecessary to call out the militia of other States, and this is to be first reorganized after being entirely disbanded.

The governor permits me to join his entreaties with mine, that funds be sent to the quartermaster here to buy horses to mount the 2d dragoons and the 1st cavalry, and to fill these regiments with recruits. If the funds are deposited with the quartermaster, I can send officers of the regiments to buy them in Missouri, especially as many are now on the border. And a few officers recruiting for the regiments will soon fill them up at St. Louis and in the western States. I would urge, too, very earnestly, that a new battery of 12-pounder and 24-pounder howitzers be sent, with full harness and equipments, and the 6-pounder battery now here be turned into the arsenal—it is worn, and in constant need of repairs. A battery of small pieces on prairie carriages would be of the greatest service, but the axles of the carriage must be double the strength they are now. I do not advert to the hostilities of the Cheyenne Indians here, because *every effort* will be used to settle affairs in this Territory, without reference to other operations. The plan agreed upon by Governor Geary and myself will surely succeed, and, I think, without other force than we have, with 750 additional horses for the two regiments. The ruin of horses in the 1st cavalry last fall is greater than could be supposed, and many now here must be condemned.

You will see by the enclosed papers that a party from Lawrence threatened to attack Lecompton, and were prevented by Lieut. Col. Cooke. The embarrassments arising from the combinations of different parties can hardly be estimated away from here; but the arrival of Governor Geary puts an end to them. I approve most fully of Lieut. Col. Cooke's conduct in all these difficult matters, and hope the President will take the same view of it.

I beg to assure the Secretary that I am aware of the importance of the crisis, and shall venture everything to secure the supremacy of the constitution and laws.

There is a fact that has struck me as a coincidence, if nothing else, that the moment it was ascertained in Washington that the army appropriation bill would fail, the outrages and devastations of the party opposed to the laws here began as though they thought they could no longer have the army to interrupt them.

I had ordered Major Deas to St. Louis to inspect some horse shoes, &c., in the quartermaster's store, reported unserviceable, but I now direct him to proceed to Washington with these despatches, and one from Governor Geary. I refer to him for many details, and as fully advised of the state of affairs here; he has my views and plans to present to the department. As Major Emory will probably visit Lecompton in a day or two to complete his information, it will still be some days before he can start on his return, and in the meantime the department will be prepared, by Major Deas' information, to see clearly the position of things here. I entertain, myself, not the

slightest doubt as to the result. Surely the governor and myself, animated by the same desire of restoring the dignity of the constitution and laws, and acting in perfect concert to that end, can, as soon as the requisite force is organized and the plans ready for execution, overcome the temporary reign of violence and disorder, and restore to the people of this beautiful country the peaceful rule and administration of the laws.

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Depar't.

Col. SAMUEL COOPER,

Adjutant General of the Army.

[Endorsed.]

WAR DEPARTMENT,

September 23, 1856.

The only distinction of parties which, in a military point of view, it is necessary to note, is that which distinguishes those who respect and maintain the laws and organized government from those who combine for revolutionary resistance to the constitutional authorities and laws of the land. The armed combination of the latter class come within the denunciation of the President's proclamation, and are proper subjects upon which to employ the military force.

Instructions of the executive for the complete organization of the militia of the Territory, and the authority given to the general commanding to make requisition for such of that militia as he might require, did not look, under the circumstance, to the delay incident to a total disbandment and new organization of the militia; and it is to be feared that with the time thus lost will pass the opportunity for that full protection of unoffending citizens, and for that exemplary vindication of the supremacy of the laws which the reputation and dignity of the government demand.

The requisition for a heavy field-battery was anticipated, and such a one as within described was, some time since, ordered to be sent to Fort Leavenworth. The defect of the prairie gun-carriages having been discovered, new carriages of greater strength have been constructed, and will probably soon be received.

Instructions have been given for the supply of the requisite number of horses, and for the recruits for the mounted regiments, as recommended.

The address and good conduct of Lieutenant Colonel Cooke is fully appreciated and highly approved.

The department has unabated confidence in the zeal and singleness of purpose with which the general commanding devotes himself to the delicate duty with which he is charged, and is encouraged by his assurances to hope that his success will be as great as the exigency requires.

JEFF'N DAVIS,

Secretary of War.

[No. 1.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, August 24, 1856.

SIR: The newspapers received by the boats from St. Louis yesterday evening assert that the President has directed the prosecution against prisoners in the case of Captain Sacket to be discontinued. As their means of receiving intelligence by telegraph are much more prompt than any at our disposition, they may be correct; and if so, the order directing a "nolle prosequi" to be entered would reach you through the civil officers of the Territory. Under these circumstances, it will be prudent to retain possession of the prisoners until the time has elapsed in which such order might be received. If received, the General directs that the prisoners should not only be released, but should be protected by a sufficient escort from your command to such place, within a reasonable distance, as the majority of them may indicate, in order to secure them from any violence in the present unsettled state of the country, and to carry out *bona fide* the kind intentions of the President.

By the same papers it is asserted, with great probability, that Congress adjourned on the 18th instant, without passing the army appropriation bill, and that the President re-assembled both houses by proclamation on the 21st.

This communication will be considered as strictly confidential until you shall receive the order to release the prisoners, or further orders from these headquarters; and it will be turned over as such to your successor, if you should be relieved from command.

I have the honor to be, your obedient servant,

GEORGE DEAS,

Assistant Adjutant General.

Lieut. Col. Jos. E. JOHNSTON, 1st Cavalry,
Commanding Troops near Lecompton.

[No. 2.]

HEADQUARTERS,
Camp near Lecompton, August 24, 1856.

MAJOR: I have the honor to report my arrival at 8.30 this morning, my detachment having marched from Fort Riley about noon the 20th instant. The march was much retarded by hard rains, and being accommodated to the gait of the dismounted men.

The last company of the 1st cavalry arrived in the vicinity about noon. The whole force will be concentrated in one camp at 9 o'clock to-morrow.

The General's instructions, dated August 19, are received.

I enclose a field return for my command of this afternoon.

I have witnessed no disorders, but there is much uneasiness and apprehension among actual settlers.

Very respectfully, your obedient servant,

P. ST. GEORGE COOKE,
Lieutenant Colonel 2d Dragoons.

Major GEORGE DEAS, *Assistant Adjutant General,*
Department of the West, Fort Leavenworth, K. T.

[No. 3.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, August 28, 1856.

SIR: It has been rumored for several days past that large numbers of persons from the State of Missouri have entered Kansas, at various points, armed, with the intention of attacking the opposite party and driving them from the Territory, the latter being also represented to be in considerable force.

If it should come to your knowledge that either side is moving upon the other with the view to attack, it will become your duty to observe their movements and prevent such hostile collisions. But it will not be within the province of the troops to interfere with persons who may have come from a distance to give protection to their friends or others, and who may be behaving themselves in a peaceable and lawful manner.

The General commanding directs that you will make every exertion in your power, with the force under your orders, to preserve the peace and prevent bloodshed. And you will interfere in all instances, as before directed, without regard to the party from which the hostile movements may emanate.

I have the honor to be, your obedient servant,

GEORGE DEAS,
Assistant Adjutant General.

Lieut. Col. P. ST. GEORGE COOKE,
2d Dragoons, commanding U. S. Troops,
In camp near Leecompton, K. T.

[No. 4.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
August 27, 1856.

MAJOR: An express goes chiefly for documents necessary to making muster-rolls in the 1st cavalry.

There is little change in the affairs here. I have, however, reason to believe that Lane passed down to Lawrence, within two days, with several hundred men.

Some chief men, amongst others Babcock, postmaster of Lawrence, have been up, endeavoring to sound my objects and intentions. They express apprehension of being starved out, by their supplies being cut off from Missouri.

It is known, I suppose, that the territorial militia had been ordered out, north and south, by the acting governor.

I enclose some requisitions to supply losses in crossing the Kansas by company "G," 4th artillery, which I request may be sent out.

With great respect, your obedient servant,

P. ST. GEORGE COOKE,
Lieutenant Colonel 2d Dragoons.

Major GEORGE DEAS, *Assistant Adjutant General,*
Department of the West, Fort Leavenworth.

[No. 5.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
August 30, 1856.

MAJOR: Your letter of August 28th was received the same night.

Under my instructions, I could not prevent sudden and partial encounters and outrages, and only by accident collision of main bodies; for with the information of their approach, would come one truth among a hundred false reports.

I received yesterday forenoon a requisition from the acting governor for assistance to a deputy of marshal and sheriff to make legal arrests. I sent Brevet Major Sibley with three platoons 2d dragoons, and enclosed his report of the result.

I have just returned from Lecompton.

Brigadier General Marshall, from the Blue, has arrived there with two hundred and fifty mounted militia, northern division. I asked Governor Woodson what he was going to do with the militia; he answered, suppress the insurrection, as soon as enough of them were collected. He said that Marshall had reported to him that fully fifteen hundred armed organized men had passed down from the north.

As advised, I cannot interfere with the movements of the Kansas Territory militia. They are called out by the territorial executive; if formally or illegally, I am not the judge.

The acting governor informed me that the marshal Donalson, there present, had called on him for assistance to make another attempt to serve writs to-morrow (Sunday) in Lawrence, including two more men illegally detained. For reasons, I induced a postponement of the call on me until to-morrow for Monday morning early.

My present judgment is, that my whole force should go, if only to prevent probable bloodshed; but this would probably lead to the evasion of the criminals. I should place the main force in a commanding position, and give the immediate assistance of a small party. If this party is resisted, fired on, I see no other than the necessary course of attacking the crowd—the town.

A Mr. Hutchenson, merchant of Lawrence, and two others, called on me yesterday for assistance to go to Leavenworth to recover property, wagons, &c.—drivers believed killed or prisoners. I answered, if they sought redress through the civil authorities, and I was applied to by them for assistance, I should give it, and would not otherwise, under instructions and law.

I hear nothing particularly of the approach of Missourians, and begin to believe they are not coming; they probably cannot starve out the opposite party, but subject them to great privation, including breadstuffs.

I am, very respectfully, your obedient servant,

P. ST. GEORGE COOKE,

Lieutenant Colonel 2d Dragoons, Commanding.

Major GEORGE DEAS, *Assistant Adjutant General,*

Department of the West, Fort Leavenworth.

DRAGOON CAMP,

Near Lecompton, August 30, 1856.

COLONEL: Agreeably to your written instructions of yesterday's date "to proceed immediately with seventy-five of my squadron to assist the deputy marshal of the Territory and sheriff of this county in the execution of certain writs," &c., viz: writs of habeas corpus for one Marks, and another, unlawfully detained in the town of Lawrence, and also writs against James H. Lane and Captain Walker, and others, I proceeded to the town of Lawrence.

Forming my command upon the edge of the town, I detached an officer with ten men as a safeguard to the marshal. They were immediately surrounded by a crowd of men estimated from 350 to 400, with shouts and groans and denunciations of the marshal and the laws of Kansas. His authority having been read, as also the writ of habeas corpus, the two men unlawfully detained presented themselves. They stated that they had been set at liberty the moment my command appeared in sight. The marshal then returned to the main force with the escort and the two persons thus delivered to him, when it was ascertained that the most conspicuous person in the crowd and the one most active in suppressing the excitement—volunteering to hunt up and deliver the horses belonging to the prisoners—was Captain Walker. General Lane was also said to be in the crowd. This information was derived from the men delivered into my hands. The marshal said he had not recognised either. The marshal then asked for a larger force to protect him in making a search for those men for whom he had writs. I gave him thirty men, under Lieutenant Green, who had previously accompanied him, and who, having seen Walker in this camp a few days before, now that this name was for the first mentioned as a person against whom a writ had been issued, recognised the person most conspicuous and officious in the crowd, as the same, and proffered to point him out. The second search was unsuccessful. I then marched my whole command through the town, uninterrupted, to water, and back again; Lieutenant Green riding by his (the marshal's) side to point out Walker, but he did not appear in the street.

Though a stranger in the town, I am satisfied there must be an excess of five or six hundred men over the permanent population. The ruins of a large stone hotel destroyed some months since have been used to construct a rude bastion of four sides, some forty yards

in extent, the salients pierced for four guns each. The rubble stone of which this work is constructed would withstand but a shot or two, and the splintered rock would prove more destructive to the occupants than the shot. Besides this, there are two trifling earth-works—one a complete circle, with a shallow ditch—at the head of the main street entering the town.

I have no positive information of the fact, but I have every reason to believe the permanent population would gladly be rid of the adventurers crowding the streets.

I have thus given you an account of the manner in which the duty devolved upon me was executed. I have also endeavored to give you, as requested, an idea of the state of affairs in the town of Lawrence.

I am, sir, very respectfully, your obedient servant,

H. H. SIBLEY,

Captain and Brevet Major 2d Dragoons,

Commanding Squadron 2d Dragoons.

Lieut. Col. P. ST. GEORGE COOKE,

Second Dragoons, Commanding.

[No. 6.]

HEADQUARTERS DEPARTMENT OF THE WEST,

Fort Leavenworth, August 30, 1856.

SIR: It appears that the acting governor of Kansas has called out the militia of the Territory to suppress insurrection, &c., and by virtue of which proclamation it is understood that that description of force is now in the field. I am instructed by the commanding general to say that the troops under your command will not be used in any manner to interfere with the operations of the militia, whatever they may be, acting as they will be under the constituted authority of the Territory.

The General desires that you will occasionally send out detachments, of at least the strength of a company, to cover a large extent of country, and with a view to gather reliable information as to what movements are taking place by the armed bodies of men who are here reported to be in various quarters and in considerable numbers. The people in this vicinity are all in arms, and reports are continually received that they are to be attacked; but in no instance, as yet, have their apprehensions been realized, nor can any reliance be placed on these idle stories. The General expects from you full information in regard to whatever may come under the observation of your command.

I have the honor to be, your obedient servant,

GEO. DEAS,

Assistant Adjutant General.

Lieut. Col. P. ST. GEO. COOKE, 2d Dragoons,

Commanding U. S. Troops, in camp near Lecompton, K. T.

[No. 7.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
August 31, 1856—night.

MAJOR: I have just received yours of yesterday. Mine of yesterday (No. 4) should have been received long before your express man left Fort Leavenworth. I enclose a copy. I also enclose a field return for the end of the month; also a sketch of the country drawn by Lieutenant E. Gay, 2d dragoons.

A large additional force of militia joined at Lecompton to-day—said to be 400. I have also nearly certain information that some 200 new men from the north crossed the Kansas in the Pottawatomie reservation yesterday, and have gone down towards Lawrence.

I anticipated the last letter of instruction as to the militia, and under disagreeable circumstances a house was ransacked and stable burnt between my camp and Lecompton. I sent a lieutenant and party of the guard to protect them against a mob. It was reported to have been done by the militia—*certainly* by people from Lecompton surrounding camps. I also sent a hasty note to the governor in the nature of a remonstrance. The governor answered, that General Marshall said, if done by the militia it was against his orders; that he would inquire into it and correct it. The party was then withdrawn. Soon after, one or two hundred mounted men in martial order appeared on the hill this side of the house, marched off out of sight, and soon after another house was burnt in that vicinity.

I have received no written requisition alluded to in my letter of yesterday. I doubt if it will be made. I doubt, too, the propriety of my complying with it, if now made, under the strong irritation and apparently impending collision.

I suspect that my presence emboldens the militia and *others* to these outrages.

There is a great scarcity of water in all this vicinity, and I expect to-morrow to move my camp to the Wakarusa, at a point about equidistant from here and Lawrence—it must be the point marked Bloomington on the map. There is a road to Lecompton, and also one to Lawrence.

I have established to-day a small hospital in Lecompton, which a competent citizen physician will attend to if my camp becomes too distant.

I am unfortunately suffering from a slight attack of chills, which are becoming rather prevalent.

Very respectfully, your obedient servant,

P. ST. GEO. COOKE,

Lieutenant Colonel 2d Dragoons, Commanding.

Major GEO. DEAS, *A. A. General,*

Department of the West, Fort Leavenworth.

[No. 8.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 2, 1856—1 a. m.

MAJOR: I received last night your letter of the 1st September.

I was in town yesterday, by request. I found the governor, General Richardson, and all profoundly regretful at the outrages mentioned in my letter, No. 5. Strong orders were issued on the occasion by the acting governor.

General Richardson told me there were about 300 militia on this, and 400 on the opposite bank of the Kansas, close by; I heard him report to Mr. Woodson that the most of the militia could not be kept here, or long, as nearly every man of the north of his district had come, leaving their homes defenceless.

I received at 8 p. m. last night the enclosed letter from the acting governor. I have sent to him my answer, a copy of which I enclose.

I also enclose copies of a correspondence with him on another subject. In this case, as with regard to the outrages of the 31st, I, and the representatives here of the "army," are likely to be belied in the public prints. My former statement as to the outrages might be more minute, but cannot be connected.

I place in the general's hands the means of our prompt defence, and with entire confidence.

I enclose, for information, the report of a patrol made by Captain Sacket, 1st cavalry.

I have reason to believe that the pro-slavery citizens of Tecumseh have had to abandon it. Some two days ago they had been about equally divided there in politics.

* * * * *

Very respectfully, your obedient servant,

P. ST. GEO. COOKE,

Lieut. Col. 2d Dragoons, Commanding.

Major GEO. DEAS,

Assistant Adjt. Gen., Dept. of the West, Fort Leavenworth.

EXECUTIVE OFFICE,

Lecompton, K. T., September 1, 1856.

SIR: The marshal of the Territory having officially reported to me that "the ordinary course of judicial proceedings and the powers vested in him as United States marshal are wholly inadequate for the suppression of the insurrectionary combinations known to exist throughout the whole extent of the Territory," it becomes my duty, as the acting executive, to make a requisition upon you for your entire command, or such portion of it as may in your judgment be consistently detached from their ordinary duty to aid me in suppressing these insurrectionary combinations and invasive aggressions against the organized government of the Territory of Kansas.

Your command, or such part of it as may be deemed necessary, will therefore proceed at the earliest practicable moment to invest the

town of Topeka, and disarm all the insurrectionists or aggressive invaders against the organized government of the Territory to be found at or near that point, retaining them as prisoners, subject to the order of the marshal of the Territory.

All their breastworks, forts, or fortifications should be levelled to the ground.

It is very desirable to intercept all aggressive invaders against the government on the road known as "Lane's trail," leading from the Nebraska line to Topeka. If, therefore, your command is sufficiently large to admit of it, a detachment should be stationed on the road with orders to intercept all such "aggressive invaders" as they may make their appearance.

Very respectfully, your obedient servant,

DANIEL WOODSON,

Acting Governor of Kansas Territory.

Lieut. Colonel P. ST. GEO. COOKE,

Commanding U. S. Dragoons, near Leecompton.

HEADQUARTERS, CAMP NEAR LECOMPTON, K. T.,
September 2, 1856—6 a.m.

SIR: I received last night your letter of September 1, informing me that the marshal of the Territory had officially reported to you that "the ordinary course of judicial proceedings and the powers vested in him as United States marshal are wholly inadequate for the suppression of insurrectionary combinations known to exist throughout the whole extent of the Territory," and you therefore make requisition to aid you "in suppressing these insurrectionary combinations and invasive aggression" by marching to invest the town of Topeka, "disarming all the insurrectionists or aggressive invaders, retaining them as prisoners, subject to the order of the marshal," and to level to the ground all breastworks, &c.

Since my instructions from the Secretary of War, (February 15,) I am instructed by a letter from the Adjutant General to Colonel Sumner, dated March 26, 1856, *in relation to the course to be pursued towards armed bodies coming into the Territory*, that "it is only when an armed resistance is offered to the laws and against the peace and quiet of the Territory, and when under such circumstances a requisition for a military force is made upon the commanding officer by the authority specified in his instructions, that he is empowered to act."

I am further instructed by General Smith (August 28, 1856,) that if it should come to my knowledge "that either side is moving upon the other with a view of attack, it will become my duty to observe their movements and prevent such hostile collision. But it will not be within the province of the troops to interfere with persons who may have come from a distance to give protection to their friends, or others who may be behaving themselves in a peaceable or lawful manner. And, further, "to make every exertion in my power with the force under my orders to preserve the peace and prevent bloodshed."

It is evident, both under the laws and my instructions, that the last resort—the effusion of the blood of the citizens by the military power—must be induced by a special act of resistance to the civil officer in the execution of his legal duty when assisted by that power. In no case yet has the marshal of the Territory, thus aided, been resisted. No specification of resistance by the people of Topeka is made in your requisition, nor is my aid asked to assist the marshal in the execution there of any law or the process of any court. It is simply a call upon me to make war upon the town of Topeka, to “invest” it, “make prisoners,” level defences.

Your request that I should station troops on “Lane’s trail” “to intercept aggressive invaders,” would be clearly inconsistent with my last instructions “not to interfere with persons who have come from a distance,” &c., as well as those of March 26.

In my best judgment I cannot comply with your call. If the army be useless in the present unhappy crisis, it is because in our constitution and law civil war was not foreseen, nor the contingency of a systematic resistance by the people to governments of their own creation, and which, at short intervals, they may either correct or change.

Your letter will be forwarded by express to Major General Smith, for his consideration and action.

With great respect, your obedient servant,

P. ST. GEO. COOKE.

Lieutenant Colonel 2d Dragoons.

His Excellency Acting Governor DANIEL WOODSON,

Lecompton, K. T.

A true copy :

P. ST. GEO. COOKE,

Lieutenant Colonel 2d Dragoons.

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 1, 1856.

SIR: August 29th a Mr. Hutchinson and two others from Lawrence called on me in the camp, seeking redress or assistance for alleged wrongs on their property and the person of their employed hands in the vicinity of Leavenworth City. I answered (as by memorandum made at the time) that, if they sought redress through the laws, and the civil authority being resisted, and application was made to me by the executive, I would lend him military assistance.

Something may have been said, by them at least, about “seeing the governor;” at any rate, it appears they went to Lecompton without my knowledge, and I learn to-day that they are detained.

I beg to know if this is legally done? If not, I feel it, under all the circumstances, my duty to use all my influence for their liberation or safe return to my camp. If it be answered that the people of Lawrence have also prisoners, I respectfully suggest that an example set

them of forbearance and obedience to the law from so high a source must have a beneficial effect.

I am, sir, very respectfully, your obedient servant,

P. ST. GEO. COOKE,
Lieutenant Colonel 2d Dragoons.

His Excellency DAN'L WOODSON,
Acting Governor, Lecompton, K. T.

A true copy:

P. ST. GEO. COOKE,
Lieutenant Colonel 2d Dragoons.

LECOMPTON, KANSAS TERRITORY,
Executive Office, September 1, 1856.

SIR: I have just received your letter in reference to the Rev. G. W. Hutchinson, grand general of the secret military organization of out-laws in this Territory.

He applied to me for information in regard to redress for alleged wrongs. I received him with the greatest courtesy, and pointed out to him the legal remedy; assuring him, at the same time, that if the civil officers were resisted, I would call on your command for military assistance.

He was subsequently arrested as a spy, by order of Brigadier General Marshall, who, in the present insurrectionary state of the Territory, has a right to retain him as such. He is well provided for, and is treated with the greatest courtesy and kindness.

I will simply add, that with the wagons, which he alleged to have lost, were found a large number of letters and papers of the most treasonable and insurrectionary character.

Very respectfully,

DANIEL WOODSON,
Acting Governor K. T.

Lieutenant Colonel P. ST. GEO. COOKE,
Commanding U. S. Dragoons, near Lecompton.

A true copy:

P. ST. GEO. COOKE,
Lieutenant Colonel 2d Dragoons.

CAMP NEAR LECOMPTON,
September 1, 1856.

COLONEL: In pursuance of your instruction, received this morning, I proceeded with my company to McGee's crossing of the Wakarusa, and from thence to the town of Lawrence.

At McGee's I learned that seven wagons containing about five men

each, had passed along the Bloomington road this morning in the direction of Lawrence.

On arriving near Lawrence, sentinels were to be seen on all the elevated points in the neighborhood of the town. As near as I could learn, there must have been between one hundred and fifty and two hundred men in that town.

On my return from Lawrence I met about one hundred armed free-State men, escorting some twenty loads of wheat and oats into Lawrence. The grain was the property of a Mr. Wakefield, who was moving in his family and all his property, fearing his house would be burned.

About four miles and a half from this camp, on the California road, I met a party of about twenty pro-slavery men going in the direction of Lawrence, and a half mile nearer camp, met a party of some forty pro-slavery men in positions on a height near the road. A short time afterwards, I saw a party of men going in the direction of Lecompton, which I supposed to be the last-mentioned party.

I found that nearly every house that I passed, within five or six miles from Lecompton, had been deserted.

Respectfully, your obedient servant,

D. B. SACKET,
Captain 1st Cavalry.

Lieutenant Colonel P. ST. GEORGE COOKE,
2d Dragoons, Commanding.

[No. 9.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 2, 1856.

SIR: Your despatch No. 5, of August 31, with the topographical sketch. was received last night.

There is nothing of importance to communicate to-day, excepting that there exists a very high degree of excitement in the town of Leavenworth, from which place some "free State" people have been expelled.

The position of your camp is left to your own discretion, having in consideration only the objects for which the troops have been ordered out.

Judge Lecompte will shortly hold court at Lecompton, and will very probably call upon you for the services of your command. In which event, the commanding general directs that you will comply with the requisitions made according to the legal forms.

I am, very respectfully, your obedient servant,

GEORGE DEAS,
Assistant Adjutant General.

Lieutenant Colonel P. ST. GEORGE COOKE,
Commanding U. S. Troops in camp near Lecompton, K. T.

[No. 10.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 3, 1856.

SIR: Your despatch (No. 6) of yesterday's date was received by express last evening, and, with its enclosures, submitted to the commanding general, who fully approves of the views expressed in your correspondence with the executive of the Territory, as well as your course as commander of the troops. I am instructed to reply as follows in regard to the subject of insurrections and other political disturbances which may call for the exercise of military power:

By paragraph fourteen of the 8th section of article 1st of the constitution of the United States, Congress has power "to provide for calling forth the militia to execute the laws of the Union, suppress insurrections, and repel invasions;" and by act of Congress approved February 28, 1795, section 1, it is set forth that "in case of an insurrection in any State against the government thereof, it shall be lawful for the President of the United States, on application of the legislature of such State, or of the executive, (when the legislature cannot be convened,) to call forth such number of the militia of any other State or States, as may be applied for, as he may judge sufficient to suppress such insurrection;" and section 2 of the same act enacts "that whenever the laws of the United States shall be opposed, or the execution thereof obstructed in any State by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the marshals by this act, it shall be lawful for the President of the United States to call forth the militia of such State, or of any of the United States, or States, as may be necessary to suppress such combinations and to cause the laws to be duly executed; and the use of the militia to be called forth may be continued, if necessary, until the expiration of thirty days after the commencement of the then next session of Congress;" "provided always, (section 3,) and be it further enacted, that whenever it may be necessary, in the judgment of the President, to use the military force hereby directed to be called forth, the President shall forthwith, by proclamation, command such insurgents to disperse and return peaceably to their respective abodes within a limited time."

By the act of March 3, 1807, it is defined "that in all cases of insurrection or obstruction to the laws, either of the United States or of any individual State or Territory, where it is lawful for the President of the United States to call forth the militia for the purpose of suppressing such insurrection or of causing the law to be duly executed, it shall be lawful for him to employ for the same purposes such part of the land or naval force of the United States as shall be judged necessary, having first observed all the prerequisites of the law in that respect."

It appears from your despatches that you have been officially informed by the acting governor of Kansas, in his communication dated the 1st instant, that the ordinary course of judicial proceedings and the powers vested in the United States marshal are wholly inadequate for the suppression of the insurrectionary combinations known to exist "*throughout the whole extent of the Territory,*" and the executive

then commands you to proceed to invest the town of Topeka, to disarm all the "insurrectionists or aggressive invaders" there to be found, to retain them in custody, subject to the orders of the marshal, and to level to the ground all their breastworks, forts, or fortifications.

In the opinion of the commanding general, you were perfectly justified in declining to use the force under your command for the purpose of carrying into effect instructions or requisitions of so vague a nature. The prerequisites enjoined on the President of the United States by the act of March 3, 1807, have been observed by him in his proclamation of the 11th February last, and it would be clearly lawful for the military power to be used, under proper instructions, for the suppression of insurrection. But in the instance under consideration, an order is given by the executive of a Territory to a military commander to lay siege to a town, destroy fortifications, &c., to fire upon indiscriminately and kill people who may be unoffending, and thus to make war upon a community, leaving to him alone to judge of the criminality of the individuals whom it is proposed to arrest. It is manifestly not intended by the laws here quoted that the United States shall act in conformity with such instructions. To proceed to extremities, it would be necessary to receive the direct order of the President himself, after it shall have come to his knowledge and conviction that insurrection really exists. Then it would be well to have the advice and assistance of the executive of the State or Territory.

If it be considered (which is a fair construction) that this is a continuation of the same insurrection alluded to in the proclamation of the President of February 11th last, the prerequisites of the law have been fulfilled by the President, and the troops are now prepared to act; but they are to act directly under the orders of the President, transmitted to them through the proper channels. As the responsibility finally rests upon the officers who command them or control their movements, they must be satisfied by ample testimony of the necessity for action, and to have pointed out to them who are the offenders, where they are to be sought for, and what are their offences.

In your correspondence with him, you will impress upon the acting governor the difference between the cases: first, where the troops may be required to aid the marshal or his deputy in the arrest of specified individuals, and in the execution of the law when obstructed by combinations too powerful to be suppressed by the ordinary course of judicial proceedings; and, secondly, when they may be called by the President to suppress an insurrection.

The present practice of marching about organized bodies of armed men, except they be the militia, properly called out by the governor, is strongly presumptive that they are unlawfully engaged. But at present the suggestion of Judge Lecompte—the probable holding of his court at Lecompton—is of paramount importance, and until that is over, it is deemed better to keep the troops together. They are expected to be held in readiness to act at short notice.

For your information and guidance I enclose a copy of a legal opinion, given by Mr. Attorney General Cushing, relative to the civil disturbances which have taken place in California; wherein, in regard

to the use of the army in civil commotions, you will find many points of similarity to the state of things now existing in Kansas.

In the case of Mr. Hutchinson, the commanding general has no control. But the assertion that he was a spy, under which charge he has been arrested and held in confinement at Lecompton, is, under the circumstances, a mere absurdity. No man can be with justice called a spy who makes his appearance, as in this case, openly and without disguise. His visit to your camp, and his intercourse with you, should of itself have been a presumption in his favor.

I have the honor to be, very respectfully, your obedient servant,

GEORGE DEAS,

Assistant Adjutant General.

Lieut. Col. P. ST. GEORGE COOKE,

Com'g U. S. Troops, in Camp near Lecompton, K. T.

[No. 11.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 3, 1856—night.

MAJOR: I sent yesterday a company to Tecumseh by the *outer* Lawrence road; nothing was observed of importance.

I find I have never mentioned that I found, under orders from Colonel Sumner, that pretty free intercourse was allowed with the political prisoners; hesitating to stop it, your letter of August 24 decided me not to do so. This morning the wife of one who supplies prisoners desired escort to Lawrence; I sent an intelligent corporal, who remained there several hours. He reports that there were about four hundred armed men there, and not Lane. In returning, he met the militia from Lecompton, an advance guard of thirty men, who pursued and drove in the pickets or scouts from the town, and about four hundred men following them, about five miles from Lawrence. He was told that they expected as many more to-night from below; that they did not expect to attack Lawrence to-night.

The governor, in reply to a note sent in to-night for information to report to you, says, that General Richardson has ordered the militia to encamp to-night about five miles from Lecompton, on the California road, (leading to Lawrence,) to intercept marauding parties, and to move camp in the morning to a point about three miles east of Lecompton. I suspect, from the fact of marshal Donelson being with them, and his not having applied to me for assistance to make arrests or serve writs, which he was to have done, that the intention was to use the militia at Lawrence, if strong enough, and enforce obedience by arms.

I enclose a letter received this afternoon, (marked A.) I sent it to the governor for his information. He expresses his "obligations" to me, and says he will answer it, and wishes his answer filed with it, and reported to the "department."

The writer's official signature, as secretary of "*Kansas State central committee*," besides its bitter tone, seems to preclude my answering it, or further than to give the reasons.

I enclose, also, another from Mr. Moore, received later, (marked B;)

also another letter from a Delaware chief, which was handed to my corporal in Lawrence by an Indian. It may be very important, but not knowing the place of the disorders, how far towards Fort Leavenworth, the badness of the ferry here prevents me from sending a company to-morrow ; particularly as I have reason to expect a reinforcement of infantry recruits from Fort Leavenworth who could attend to them on their route. Second Lieutenant Merrill, who, after being refused for some days, I allow to go on three days' leave in the morning, will be directed to make inquiries, and direct the attention of the officer commanding, if met, to the matter.

The governor, in his note to-night, also says, incidentally, that intelligence has been received this evening that marauding bands from Topeka have robbed the citizens of Tecumseh of their all.

With great respect, your obedient servant,

P. ST. GEORGE COOKE,
Lieut. Col. 2d Dragoons, Commanding.

Major GEORGE DEAS,
*Assistant Adjutant General, Dep't of the West,
Fort Leavenworth, K. T.*

—
A.

LAWRENCE, *September 3, 1856.*

SIR: The free-State men of Kansas are now in arms for the purpose of protecting their property from destruction, and the lives of themselves and families from the inhuman atrocities of organized bands of assassins from an adjacent State. Appeals to the civil authorities have proved fruitless. As a last resort, and to avert the impending evil, we appeal to the authority you possess. We respectfully represent that our ranks are composed of bona fide citizens of Kansas, and *none* other. To satisfy you of the truth of this averment, we invite you in person to visit and inspect our ranks.

If any other method of proof of this fact would be more acceptable to you, it will be equally convenient to us. We ask you to assure us protection for our lives and property, and to that end, that you will disperse, or cause to be dispersed, the band of house-burners, horse-thieves, and men-scalpers from Missouri, known as the Kansas militia, now assembled at Indianola, on the Fort Riley road, at Lecompton, near your camp, at some point on the Santa Fé road, at Easton, and other places.

If this shall be done, we will lay down our arms, and thankfully return to our ordinary occupations.

If you do not possess the power to do this, perhaps you might feel at liberty to insist that the war be conducted on principles generally recognized among Christian belligerents as just and honorable, prohibiting the destruction of the property of inoffensive persons, and the assassination of prisoners and defenceless people.

Yours, respectfully. By order of the Kansas State central committee:

H. MILES MOORE, *Secretary.*

Col. COOKE,
Commander of United States forces at Lecompton.

P. S. Should we deem it necessary to decide this question by an appeal to arms, would *you deem* it your duty to interfere in case of conflict?

Yours, &c.,

H. M. M., *Sec. K. S. C. C.*

—
B.

DELAWARE NATION, *September 3, 1856.*

DEAR SIR: We ask your immediate protection, as we have been invaded, and our stock taken by force, and our men taken prisoners, and they threaten to lay our houses in ashes. We wish an answer immediately from you to know whether you will protect us, or whether we will have to protect ourselves; for we have had a despatch from headquarters to remain neutral, but we cannot do it if we are not protected.

Yours, respectfully, from the chief of the nation,

CAPTAIN ^{his} + SOCKCOCKSEE,
_{mark.}
Of Delaware Nation.

Colonel COOKE,

Commander of the U. S. Troops.

[No. 12.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 5, 1856.

SIR: Your communication of the 3d instant was received last evening; one of the enclosures (B) left out.

The commanding general approves of your not answering the letter of Mr. Moore; but the sentiments expressed in the draught of the reply which you at first had it in mind to give him, are considered correct.

The *State of Kansas* is not recognized by any portion of the general government, and the commanding general could therefore hold no official correspondence with Mr. Moore in his assumed position, or office, as indicated in his communication to you.

To assure yourself of the state of affairs reported by the Delaware chief, you will send a small force under an officer to his neighborhood as a guard to prevent disturbance, and to remain as long as you may deem their services necessary.

I am, respectfully, your obedient servant,

GEORGE DEAS,
Assistant Adjutant General.

Lieut. Col. P. ST. GEO. COOKE,

Commanding United States troops,

In camp near Leecompton, K. T.

[No. 13.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 4, 1856—night.

MAJOR: As I was informed would be the case, the militia camp was moved this forenoon nearer to Lecompton.

Between 10 and 11 o'clock this morning, requisition was made on me by the governor for assistance to the United States marshal to execute writs and make arrests in Lawrence; 200 men was the number *asked for*, which the governor and marshal said was sufficient. This, with the lateness of the hour, caused me reluctantly to forego my intention to break up camp, and march with all the troops, and I sent Colonel Johnston, with six companies of his regiment, which were just returning from drill. He returned at 6 p. m., and I enclose his report, showing the usual failure.

I rode around to-day, and visited town; information had been received, which was manifestly credited by *all*, that a body of Missourians, who, it appears, had approached Lawrence from the other side, had retired to their State; and I found that the militia force in the vicinity, who had numbered about 550, were breaking up and passing the river. General Richardson told me they would be all gone to-morrow. He promised me that Hutchinson and two other prisoners, the subject of my letter to the governor of September 1, should be released.

I feel uneasy about the Delawares—the moment of militia dispersing being likely to be that of the greatest disorders. I shall send Captain Sacket's company there in the morning through Lawrence; The chief's house is four or five miles beyond. He will have orders to continue his patrol no longer than shall appear necessary.

Very respectfully, your obedient servant,

P. ST. GEO. COOKE,
Lieutenant Colonel 2d Dragoons.

Major GEORGE DEAS,

*Assistant Adjutant General, Department of the West,
Fort Leavenworth.*

CAMP NEAR LECOMPTON, *September 4, 1856.*

SIR: I have the honor to report that, in obedience to your orders, I, with Major Sedgwick and six companies of the 1st cavalry, to-day accompanied the marshal of the Territory to Lawrence to aid him in making certain arrests. On reaching Lawrence my party was halted in the outskirts of the town, and Captain Wood, with his company, was directed to accompany the marshal in his search for the persons to be arrested. At the end of an hour and a quarter the marshal expressed himself convinced that the persons in question were not to be

found—that the arrests were impracticable; and I immediately set out with my party to return to camp.

Your obedient servant,

J. E. JOHNSTON,

Lieutenant Colonel First Cavalry.

Lieutenant Colonel P. St. G. COOKE,

Second Dragoons, Commanding, &c.

[No. 14.]

HEADQUARTERS DEPARTMENT OF THE WEST,

Fort Leavenworth, September 6, 1856.

SIR: Your communication of the 4th instant and your note to General Smith were received this morning.

It is not deemed advisable at present to withdraw any considerable number of your force; and the general prefers that you will remain in the field and maintain a reconnoissance of the country until it becomes more evident that the services of the troops may be dispensed with, and especially as difficulties may arise during the term of the court which Judge Lecompte is about to open.

There is nothing in this neighborhood of an important nature to communicate.

I am, respectfully, your obedient servant,

GEORGE DEAS,

Assistant Adjutant General.

Lieutenant Colonel P. St. GEORGE COOKE,

Commanding U. S. Troops, Camp near Lecompton.

[No. 15.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 5, 1856.

MAJOR: Captain Sacket marched this morning, at 7 o'clock, for the Delaware district, opposite Lawrence. At 9.30 the express arrived with your despatches of the 2d and 3d instant and enclosure. At 12 o'clock the acting governor particularly requested me to send troops to Tecumseh, the people of which he states had been robbed, and were further threatened, and had petitioned for protection. At 3 o'clock I sent a platoon of 2d dragoons to return to-morrow.

At 3.30 some citizens entered camp in haste, reporting a large force approaching Lecompton from below. I sounded "boots and saddles." In a few minutes I received a note from the governor, reporting the same, and asking my protection for the town, &c. immediately ordered the sergeant of the guard to be sent, with the relief of the guard kept saddled, to endeavor to interpose between the town and threatening force, [which was well executed by Corporal Batty, company C, 1st cavalry.] At the same time I sent off Captain

Anderson with the dismounted dragoons. Some minutes after, I marched in person at the head of a squadron of 2d dragoons, ordering the 1st cavalry and artillery to follow, as their preparations were completed.

About a mile from town I joined the dismounted command, and, rising the hill prairie above the town, came upon the flank of about 60 mounted men in line, who remained motionless. Ordering the dragoons to halt nearly in open column, I rode in front of the Lawrence men, and accosted Captain Walker, who was in command, asking what he came after. He answered, that they came to release prisoners, and have their rights. He said they had sent into town to treat with the governor. I asked him if that was all their men. He said, oh no, there were 700 more close by. I told him it was a very unfortunate move on their part that the prisoners had been ordered to be released; and, among other things, said if they attacked the town, I should attack them. He asked me if I would go with him to the main body. I consented, and sent an order to Colonel Johnston, then arriving on the hill, to remain there in command of the troops until I returned; and taking Lieutenant Riddick, acting assistant quartermaster, an orderly, and bugler, rode with him towards the woods, near the town.

Discarding all personal feeling, I had then in mind the instructions of August 28, viz: "If it should come to your knowledge that either side is moving upon the other with the view to attack, it will become your duty to observe their movements, and to prevent such hostile collision," and to "make every exertion in your power, with the force under your orders, to preserve the peace and prevent bloodshed."

I arrived, with Mr. Walker in rear of the main force, on an abrupt eminence commanding the town, over a wooded and rocky ravine, within long gun-shot; they had two pieces of artillery in position, and their visible numbers might not have been above three hundred men.

I asked Mr. Walker to collect the officers in front of the line, and some twenty or thirty approached me mounted. At the moment there was an altercation with Mr. Cramer, treasurer of the Territory, whom they had just made prisoner, who appealed to me, stating that he was a United States officer, and that he had been sent to me. I addressed these principal men: I said, "You have made a most unfortunate move for yourselves; the Missourians, you know, have gone, and the militia here are nearly gone, having commenced crossing the river yesterday morning, to my knowledge. As to the prisoners, whilst I will make no *terms* with you, I can *inform* you that they were promised to be released yesterday morning; and the governor this morning told me he would order the release of all of them, and was to send me word at what hour I should send a guard to escort them to my camp; that, therefore, I could assure their prompt return to their homes; that everything was going in their favor, and that it apparently would be so if they would refrain entirely from reprisals or any outrages, return to their occupations, and show moderation." I required the release of the prisoner, Mr. Cramer, and their return to Lawrence.

I was asked if I could promise that affairs would be set right at Leavenworth, and they have power to go and come? Mentioning several cases of murders or killing, even this morning, I answered, "I could only answer for this vicinity; that things could not be settled in a moment; that General Smith was close to Leavenworth, and that his powers and views, I believed, were the same as mine." I was then asked the ever-recurring question, if I should attack them if they attempted there to redress themselves or defend themselves? I replied, "I give no pledges; that my mission was to preserve the peace."

Great regret was expressed by them that they had not been informed before of these events; said they had waited long; that their messengers were killed or made prisoners, and mentioned that a regiment was then over the river, and apprehended it would lead to bad results, and I was asked to send to them to go back to Lawrence. I suggested that a written order should be sent, and one was afterwards handed me; they then released three prisoners, and marched off to return, whilst I rode over to the town with the released prisoners. I found one or two hundred militia, whom I had previously seen opposite, among the walls of the new capitol, under General Marshall.

I found the governor, and informed him of my action and its results. He said the prisoners *had* been released, but, in fact, the order had not *yet* been executed. Mention was made of prisoners that had been taken by a Lawrence force over the river; I asked the governor to send over the order for that force to retire. He found difficulties; when Mr. Riddick volunteered to go, and was instructed also to obtain the release of any prisoners. Lane had evidently been in real or nominal command, but had not presented himself to me. Mr. Sheriff Jones and others now clamored for his arrest; he was then gone with his force about him. The governor spoke of writing a requisition. I told them, on an impulse, that I should make no arrests this night; but soon after took the governor aside and told him I recalled that decision, and said, "If you want him arrested, write your requisition, but I think, on reflection, you will hardly make it." He replied, he would not if I advised against it, and the matter dropped. I then galloped over to my troops, and sent a platoon to request the governor to send to my camp the released prisoners; and they have been sent here.

I arrived in camp a little before sunset, and sent back a company of 1st cavalry to encamp close to the town.

Lecompton and its defenders were outnumbered, and evidently in the power of a determined attack. Americans thus stood face to face in hostile array and most earnest of purpose.

As I marched back over these beautiful hills, all crowned with moving troops and armed men; whilst I reflected that my command could easily have overwhelmed any and all that might have defied it, I rejoiced that I had stayed the madness of the hour, and prevented, on almost any terms, the fratricidal onslaught of countrymen and fellow-citizens.

Anxious speedily to inform the general of these important events,

I have taken but little time for this report, which I shall send at daylight.

With great respect, your obedient servant,

P. ST. G. COOKE,

Lieut. Col. 2d Dragoons, Commanding.

Major GEORGE DEAS,

A. A. Gen., Dept. of the West, Fort Leavenworth, K. T.

[No. 16.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 7, 1856.

SIR: I received last night your two despatches dated September 5.

I removed my camp yesterday morning to a fine commanding ground, a long half mile from the town.

I received in the afternoon reports from Captain Sacket and First Lieutenant Anderson, 2d dragoons, enclosed, marked 1 and 2. I sent an order to the former to return here on the 10th, when his rations will be out, unless circumstances should allow him to leave sooner.

I returned Lieutenant Anderson's messenger with orders to return when his rations were exhausted; he was, or should have been, provided until this forenoon.

The depredations there (Tecumseh) have been exaggerated. I suggested to Adjutant General Strickler, who lives there, and came to see me this morning, and said that the robberies had been committed by citizens of Topeka—that proper steps should be taken for their arrest.

Doctor Prentiss and two other citizens of Lawrence called last afternoon, with a letter to the governor and myself, on the urgent subject of supplies from Leavenworth, from which, it asserts, they are cut off. I refused to receive it, as signed by officials claiming under the *State of Kansas*. They apologized, as being mere messengers, that had not observed the objectionable feature of the communication.

I sent down yesterday Mr. Hutchinson and friends. He promised me that *all* prisoners should be released, and that the people would return to their occupations.

In town *nine* other prisoners, released by order of General Richardson, were delivered to me. Some had been taken, as teamsters I believe, near Leavenworth, ten or twelve days ago. I sent them with a small escort to Lawrence. General Richardson went with them; he had intended to go without escort. The sergeant of escort reports, that soon after his arrival, he rode out on the Franklin road with General Lane and Captain Walker, perhaps to insure his safety.

A large number of the militia went off undischarged for their homes; others, with some organization, pretending that they would re-supply themselves and *return*. A large company remains in town, which I objected to. General Marshall says they are a company from the Blue.

Last evening a citizen who lives close by reported that four or five horsemen had chased him when he was going to his house. I doubted the accuracy of this, but sent a patrol to arrest any parties lurking

about. After dark it returned, bringing five prisoners, who represented themselves as a sergeant and privates of the company in town, hunting a lost horse. I sent them to their captain with the message, that if any parties were found in reach of my patrols, threatening any sort of citizens, that I would make prisoners of them—firing on them, if necessary to do so—and keep them in confinement until the court could try them.

There were at least three hundred militia and citizens in position on the 5th, and quite a number of shots were exchanged between advanced parties. The opposite party, in coming or going, sacked, it is confidently asserted by responsible persons, the house of Mr. Clark, Indian agent.

I enclose a field return of my command for September 7.

Lieutenant Anderson has returned, and reports that a demonstration was made against Tecumseh, yesterday, from Topeka, by a party with two wagons; which, some pretence being made, were taken back empty.

Very respectfully, your obedient servant,

P. ST. GEORGE COOKE,
Lt. Col. 2d Dragoons, &c.

Major GEORGE DEAS,

A. A. Gen., Dept. of the West, Fort Leavenworth.

SOCKCOCKSEE, *September 6, 1856.*

COLONEL: I learn from Sockcocksee, and from others, that small armed parties of horse-thieves are constantly roaming over their lands. These parties have threatened to burn all the Indians' houses in this section.

Few horses have been stolen just about here, but the chief reports that an Indian cannot go near the town of Delaware without having his horse taken from him; most of this work has been carried on in that neighborhood. Delaware is about ten miles from Fort Leavenworth. I hardly think it was your intention I should go so far in that direction. I leave immediately on a scout in the direction of the Stranger, leaving my camp in charge of a few men.

I learn that the bodies of three men, murdered a few days since a few miles this side of the Stranger, are still unburied. I shall pass that way, and cause them to be interred.

Respectfully submitted.

D. B. SACKET,
Captain 1st Cavalry.

Lieut. Col. P. ST. GEORGE COOKE,
2d Dragoons, Commanding.

TECUMSEH, *September 6, 1856.*

SIR: I have the honor to report that I arrived here yesterday afternoon with my command.

The town has been visited twice by armed parties from Topeka, and a considerable amount of property taken away.

The few citizens who remain are so apprehensive of another robbery, and apparently on such good grounds, that I do not feel at liberty to leave without further orders.

I have the honor, therefore, to ask for orders on the subject from the commanding officer; and, if I am to remain longer, that additional provisions may be sent for my men.

Very respectfully, your obedient servant,

G. B. ANDERSON,
1st Lieutenant 2d Dragoons.

Lieutenant T. J. WRIGHT,
Adjutant 2d Dragoons, Camp near Lecompton.

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 10, 1856.

COLONEL: I have the honor to transmit, herewith, a report of Captain H. W. Wharton, 6th infantry, commanding Fort Kearny, accompanied by a report of Captain Geo. H. Stewart, 1st cavalry, giving an account of an attack of the Cheyenne Indians on the mail train, and of murders committed by them on a small party of Mormon travellers; of the spirited and successful pursuit and attack of the marauders by Captain Stewart, resulting in his killing ten, wounding eight or ten, and capturing horses, arms, equipments, &c.

I beg to present the conduct of Captain Stewart, Lieutenant Wheaton, and Lieutenant McIntyre, as highly meritorious and honorable to themselves and the service, and to connect with them those non-commissioned officers and men who aided them so effectually.

Captain Stewart's dispositions were skillful, and his execution of them prompt, vigorous, and effectual.

This tribe must be severely punished, and but that the troops most disposable are engaged here, I would instantly march with the whole garrisons of this post and Fort Riley to chastise them; but no trifling or partial punishment will suffice, and as no one can be spared from this neighborhood, I will postpone extensive operations until the spring. In the mean time, if necessary, I can send some of the force from the posts above this to strengthen Fort Kearny and render it secure for the winter, and, by throwing forward forage and provisions there, to prepare for an early movement in force on the springing of the first grass. We could, indeed, hardly count on enough of the season now, (since the winter may be expected in November,) and

barely six weeks remain to march several hundred miles, and then seek the Indians.

* * * * *

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

Colonel SAMUEL COOPER,

Adjutant General of the Army.

FORT KEARNY, N. T.,

September 1, 1856.

CAPTAIN: I have the honor to report that I proceeded from this post early on the morning of the 28th ult., with my company K, 1st cavalry, and the detachment under Lieutenant Wheaton, (forty-one men in all,) to the place where the depredations were committed on a Mormon trail, on the north side of the Platte. Assistant Surgeon R. H. Alexander, United States army, 1st Lieutenant E. G. Marshall, 6th infantry, Mr. John Heth, several citizens, the post interpreter, with four of the Sioux Indians as guides and trailers, accompanied the command. A train of six wagons was taken along to bring in the property contained in those attacked. We crossed the different branches and islands of the Platte opposite the post, then struck the road leading to Council Bluffs, followed it across Wood river, thence to a point on the Cottonwood fork of that stream, about thirty-three miles from this point, and found it to be the place where the attack was made. There were found the bodies of two white men and a child slightly covered up. Graves were dug and the bodies properly interred. The wagons and all the property had been removed apparently a short time before; their tracks were found on the road, which had, from appearances of lariats, dragging, &c., &c., been passed over by a body of Indians who had come from some distance up the river. The Sioux Indians and parties of men were sent out in every direction in hopes of finding the trail of the attacking party to and from the place, and any traces of the Mormon women said to have been carried off, but without success, as there was no appearance of any trail except the one I before referred to as coming down the Cottonwood fork, thence along the road; and recent rains had washed out any tracks made at the time the attack was committed. I next followed the trail on the road about five miles, and came upon a camp of Omaha Indians, (ninety-six lodges.) As soon as possible I held a talk with the chiefs and principal men. They stated they had been up the Cottonwood fork, hunting buffalo; on their return the day before had passed the place of attack, when they saw the bodies, felt as grieved as if they had been their own brothers, buried them as well as their means at hand would allow, put all the loose and scattered articles they could find in the wagons, and brought them along in order to restore them to their owner. They had, in fact, caused a notice to be written, fastened to a board, stating what had happened, and that

they would carry the wagons to Bellevue and other places. I said that everything they had done was right and proper, that I would report it to you, that their Great Father would hear of it, &c., &c., &c. They claimed no reward, and turned over the four wagons, property, three yoke of oxen, (four yoke that were wild had broken away.) They saw no other oxen or any of the mules. There were provisions and many loose articles in the wagons, and from all we could see and learn they had not appropriated any to themselves. The attacking Indians had broken open a box of law books, and opened a roll of carpeting. The Omahas think the train was attacked by six or seven Indians, (Cheyennes,) and we found the wagon-covers to have been perforated with balls. We understand that the party of four men started with only a rifle and a revolver; the rifle was broken and sent back, and another was purchased the day of the attack.

Two of the principal Omaha chiefs were Tecumseh Fontenelle and Soe-La-Fleche.

I returned to this post day before yesterday with the wagons, &c., meeting no other Indians, and seeing no trails or sign of them.

I am, sir, very respectfully, your obedient servant,

G. H. STEWART,

Captain 1st Cavalry, Commanding Co. "K."

Captain H. W. WHARTON,

6th Infantry, Commanding Fort Kearny.

FORT KEARNY, N. T., *August 27, 1856.*

SIR: I have the honor to report that, in accordance with post order No. 50, I proceeded, on the afternoon of the 24th instant, with a detachment of sixteen men, of companies E and G, 1st cavalry, commanded by First Lieutenant Frank Wheaton, and my company K, of the same regiment, (forty-one men in all,) in pursuit of a party of Cheyenne Indians, who had fired upon and wounded the conductor of the mail.

The Fort Leavenworth road was followed to the point where the Indians abandoned their pursuit of the mail party. Night coming on, I was compelled to halt here and wait until daylight, when the trail was discovered. We followed it about five miles before crossing a branch of the Platte to Grand island, and at 11½ a. m. reached a deserted Indian camp. Buffalo meat was found cooking at several fires, and the camp had evidently been abandoned but a few hours before. We found the frame work of twelve lodges standing. The Indians, from all appearances, had occupied this hiding place for several days, and left this point to attack the mail party.

Leading from this camp, we continued, on a broad and fresh trail, down the island, and, in the course of fifteen miles, crossed two branches of the Platte.

At 4½ p. m. we found ourselves within a quarter of a mile from the Indians, who were encamped on the edge of a thick grove. Dividing my command, Lieutenant Wheaton charged the camp on the right—

Lieutenant McIntyre and myself on the left. The Indians were driven from the ground and scattered; about fifteen, who kept together, were pursued six or seven miles. The frequent islands, ridges of timber, and dense undergrowth, rendered further pursuit impracticable. Ten Indians were left dead on the fields; eight or ten, who were badly wounded, effected their escape. Twenty-two horses and two mules were captured, fourteen saddles were destroyed, a number of shields, lances, bridles, buffalo robes, &c., were found. Our Indian guide (Standing Elk) estimated the number of Cheyennes at seventy or eighty. There were about forty-five men in all, and, from some articles of dress taken, there must have been women with the party. I lost no men, and not a wound was received. One man's horse fell, injured his rider slightly, ran off, and could not be recovered. I returned to this post yesterday at 2 p. m., with my horses in tolerable order.

Before closing this report, I cannot speak in too high terms of the gallant manner in which Lieutenants Wheaton and McIntyre led the charge, closely followed by the non-commissioned officers and men, whose praiseworthy conduct deserves special notice. Every man fought well and endeavored to do his best. I feel under obligation to Mr. Edward Dillor, residing at this post, for valuable assistance in the search and pursuit; also to Mr. Alexander Steward, who, with the released Sioux prisoner, Red Leaf, and Standing Elk, enabled me to keep the trail and come upon the Indians with so little delay.

I am, sir, very respectfully, your obedient servant,

G. H. STEWART,

Captain 1st Cavalry, Commanding Detachment.

Captain H. W. WHARTON,

6th Infantry, Commanding Fort Kearny.

[Extract.]

FORT KEARNY, N. T.,
September 8, 1856.

SIR :

* * * * *

I would likewise state that the Cheyenne Indians have been committing a series of depredations for some months past, the commencement of which I reported in June to the headquarters of the Sioux expedition. On the 24th ultimo they fired upon the mail party when within a few miles of this post, and wounded the conductor of it seriously in the arm. I immediately sent a mounted command in pursuit of them, and they fortunately overtook and punished them. On the 25th ultimo, a small train of four wagons, belonging to Mr. A. W. Babbitt, secretary of Utah, was attacked during the night, while encamped on the north side of the Platte, about thirty miles below this place, by a party of Cheyennes. They killed two men and one child, wounded one man, and, what is most to be deplored, carried off a Mrs. Wilson, from St. Louis, mother of the child killed, and a pas-

senger in the train. They also drove off Mr. Babbitt's mules and destroyed much of his property. Again, on the 30th ultimo, some of the same tribe rode up to a small party of emigrants, about eighty miles above this post. They fired upon them, killed one woman, wounded one man, and carried off a little boy, about four years old; they also drove off all their animals. These Indians are now openly hostile, and there is no possible safety in travelling through this country, except with a large and well-armed force; all small parties will doubtless be sacrificed. There is a combination of the Cheyennes of the Arkansas with those of the Platte in this matter, and most certainly do they need summary punishment. They are emboldened by its delay. There is an urgent and immediate necessity for a large garrison on the Arkansas, near the old site of Fort Atkinson. The Cheyennes have been troublesome ever since the abandonment of that post. Besides being the location of several bands of this tribe, it is likewise the congregating ground of the Arapahoes, Comanches, and several other troublesome tribes. It is likewise absolutely necessary that this post should be garrisoned by a mounted force; at least three companies of cavalry are needed here, with one company of infantry, for the protection of the public property. Had it not been for the cavalry company now here, I should have been unable to punish the Indians for the recent attack upon the mail party.

The islands where they secrete themselves are inaccessible with wagons, which is the only way of transporting an infantry command in pursuit of them; as they are all well mounted, it would be worse than useless to attempt to overtake them on foot—it would be to them merely an exhibition of our desire to punish them without the ability to do so. If the mounted company now here and “I” company, sixth infantry be filled up with recruits, I shall then be able to give escorts and protection to the mail until such time as operations shall be commenced against these Indians. I made a full and detailed report of the recent outrages to the commanding general of the department.

* * * * *

I am, very respectfully, your obedient servant,

H. W. WHARTON,
Captain Sixth Infantry, Commanding.

Colonel S. COOPER,
Adjutant General U. S. Army, Washington, D. C.

P. S., *September 9.*—A discharged soldier from Fort Laramie came in last evening, and reports that he left there in company with some Mormons, who were returning to the States; that on the 6th instant, he was out hunting buffalo, a short distance from his camp, and on returning to it he found the Indians had killed two men, one woman, and a child, and carried off one woman; they also drove off all their animals, and set fire to the wagon. This man is the only one of the party that escaped. A small party is also reported to have been murdered on the “Little Blue.” Depredations have for years been frequent in this last named vicinity; and as it is the grand rendezvous

for several tribes, a military post is much needed there ; it would have a decided influence in checking these outrages.

H. W. WHARTON,
Captain 6th Infantry, Commanding.

[Endorsement.]

“ WAR DEPARTMENT,
“ October 24, 1856.

“The evils resulting from the hostility of the Cheyennes, as reported within, were anticipated by the department, and, in accordance with the recommendations of General Harney, it was proposed to have sent out last spring the first regiment of cavalry, with a view to chastise these Indians for past offences, and otherwise to impress upon them the necessity of future good conduct. The demand for troops arising from the disturbed condition of the Territory of Kansas, deprived the department of the power to execute its plans in relation to the Cheyenne Indians ; and it now only remains, in accordance with the long-entertained design, to make a campaign, as soon as it is practicable, against those Indians, that they may be reduced to submission, and be compelled to release the captives held by them, restore the property taken, and deliver up the criminals by whom these offences were committed.

“The commander of the department will look to the needful arrangements for the execution of this purpose.

“ JEFF'N DAVIS,
“ *Secretary of War.*”

FORT KEARNY, N. T.,
September 27, 1856.

SIR: Mr. A. W. Babbitt, secretary of Utah Territory, and owner of the train that was attacked by the Cheyennes, on the 25th ultimo, near this post, left here on the 2d instant, in a light carriage, accompanied only by two men, for Salt Lake. He had with him an amount of public money, and valuable papers. I represented fully to him the great danger of travelling with so small a force, and urged upon him the absolute necessity of remaining a few days, when he would have the advantage of Captain Stewart's escort. He, however, differed with me in opinion, thought my apprehensions groundless, and my suggested caution altogether unnecessary ; and accordingly started with his small party. The Salt Lake mail, which arrived here on Sunday last, left Laramie on the 17th instant, up to which date, Mr. Babbitt had not arrived there, although he had more than ample time to do so. Yesterday a train came in from Green river, a point some distance beyond Laramie. Mr. Archambeau, the owner of it, informs me that about one hundred and twenty miles above this post, on the north side of the Platte, he found the place where the Indians came upon Mr. Babbitt, and killed him and all his party. They

buried his carriage, and either buried or carried off his trunk, which contained his money, papers, and clothing. Some of the papers were scattered about the prairie, near the spot. All of which were collected by Mr. Archambeau, and delivered to me. Among them were found some treasury drafts and valuable notes. The Indians took off all Mr. Babbitt's animals.

* * * * *

I am, very respectfully, your obedient servant,

H. W. WHARTON,
Captain 6th Infantry, Commanding.

Major G. DEAS,

A. A. Gen., Headquarters Dept. of the West, Fort Leavenworth.

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 15, 1856.

COLONEL: I have the honor to enclose the reports received since my last communication, showing the state of affairs in this Territory. A large body of Missourians, variously estimated from 1,000 to 1,600 men, assembled on the 13th, within the limits of the State of Missouri, and on that day entered this Territory, marching towards Lawrence, announcing their intention to attack it. Colonel Cooke's position near it prevented their near approach, and I hope, in conformity with the governor's proclamation, and his wish and order expressed distinctly to them, they will retire. If they persist, the Kentucky and Illinois regiments will be called in, and much time will be lost, for their presence nails our force to a point where they and the opposing party can be observed and controlled. I cannot decide to pursue one, without leaving the other unchecked; and it will be more than a month before the other regiments of militia can be formed, equipped, and arrive. If the Missourians retire—and the character of many of them leads me to hope they will—it puts an end to all complication, and we can decide and act as may be necessary at once. I refer you to Major Emory for many details, and for information of all my plans.

I received the secretary's telegraphic despatch of the 10th. I had fortunately anticipated, in my arrangements with Governor Geary, your directions, which are in a course of execution.

If I receive the authority asked for, I can mount all the men in ten days.

With high respect, your obedient servant,

PERSIFOR F. SMITH,
Brevet Major General, Commanding Department.

Colonel SAMUEL COOPER,

Adjutant General of the Army.

WAR DEPARTMENT, *September 27, 1856.*

Authority has been given to cover all the wants which have been communicated in relation to arms and ammunition. The requisitions

were not only anticipated, but in some respects exceeded. Orders have been given for the purchase of horses, and enlisting recruits, as recommended. The horses heretofore purchased under a previous authority, though intended for the mounted riflemen, may be assigned to the dragoon and cavalry regiments, if the wants of the public service should require it. The authority given to make requisition on the governor of the Territory for such part of the militia as may be required in military operations was intended to avoid the delay which is represented as the consequence of drawing additional troops from Illinois and Kentucky.

JEFF'N DAVIS,
Secretary of War.

CAMP NEAR LECOMPTON, *September 9, 1856.*

SIR: While in the Delaware country I made a trip with my company as far as Stranger creek. I could find nor hear of any armed parties in that direction then. There is no doubt that quite a number of horses have been taken from the Delawares, and that their lives and property have been threatened.

The Indians are very much frightened. All the houses between Sock-cock-see and Stranger creek are deserted, and from appearances, should think the Indians left in a hurry, as they have left their beds, tables, chairs, &c., all exposed. I stated in my last letter that three men had been reported murdered near Singa-rock-sies. I could find but one. I had him interred.

By instructions from the lieutenant colonel commanding, I sent one man of my company as escort to a Mr. Southerland to Colonel Payne's camp on the Little Stranger.

Respectfully, your obedient servant,

D. B. SACKET,
Captain 1st Cavalry.

Lieutenant THOS. J. WRIGHT,
Adjutant 2d dragoons.

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 13, 1856—night.

SIR: My last report was on the 10th instant.

Next morning, the governor having arrived, I rode into town with the most of the officers and called on him. Yesterday morning he visited my camp while the troops were being exercised, and a salute was fired.

On the 11th, about 100 men passed up by the outer road, two miles off. They were spoken by a patrol—Lane's men well armed.

At 1.45' o'clock this morning, I received a letter from Governor Geary, asking me to send or go immediately to Lawrence, to prevent

bloodshed; enclosing me a report from an agent he had sent there, representing the town imminently threatened with attack from large forces. I marched at 2.20' with 400 men, leaving the guards and the dismounted dragoons. The governor joined me, and we reached Lawrence as the sun rose.

I marched right up to a small fort of rough dry wall, by which they have sought to secure a spur of bluff which commands the town. The governor talked to the guard of thirty men who had slept there, and I descended the hill, and sent Colonel Johnston to form a line on a ridge swell of the low grounds favorable for all arms, and 400 yards from the town. I rode in with the governor and some of the staff. He conversed much, and with apparent effect, to the principal men. The town has some ridiculous attempts at defences, with the two main streets barricaded with earth-work, which I could ride over. The horses were watered at eight o'clock, marched by squadron through the town for that purpose, and at nine o'clock, the governor having made a short speech, we rode off, with three cheers for the governor, and three for myself, apparently heartily given.

They represented that a force of some 300 men, who had approached within three or four miles, had retired, or been made to retreat in the night, and there was no apparent apprehension of molestation.

There were not above 200 or 300 men in the town; two cannons in the fort without were all that were visible; few of the people had arms in their hands. They were understood by the governor to pledge themselves to stop aggressions and conform to the spirit of the address and proclamation; and even to drive out *some* of the "Lane's men" whom they thought a nuisance. The governor had received in the night a report from "General Heiskill," who was below with 800 or 1,000 militia, whom he represented eager for action, and asked orders.

Osawkee, ten miles north, was robbed two days ago; and even a receipt given Mr. Dyer for some arms taken.

I had a corporal's party above yesterday and to-day, with a deputy marshal. He reports but few people in Topeka or Tecumseh, and nothing stirring, except a small party from Lawrence was a little ahead of him, and he was informed that Lane crossed with them above Topeka to the north side yesterday.

I had determined to arrest him at all hazards, if to be found in Lawrence this morning, the governor concurring; but all we could learn there confirms the corporal's report.

With high respect, your obedient servant,

P. ST. GEO. COOKE,
Lieutenant Colonel 2d Dragoons.

Major F. J. PORTER,
*Assistant Adjutant General, Department West,
Fort Leavenworth.*

CAMP NEAR LECOMPTON,
September 10, 1856.

SIR: On leaving camp on the morning of the 8th I proceeded to Lawrence. While there, in a conversation with Captain Walker,

one of the most prominent of the freesoil party, he informed me that he had always urged the necessity and justice of not interfering with those of either party who in acts were neutrals; and that so far as he had control or influence he would protect all such in their rights and homes. Proceeding then to the settlements on the Wakarusa, I found that the numerous farm-houses were deserted, commencing from the suburbs of the town to a considerable distance up the Wakarusa, much higher up than my limited time permitted to go. After making a considerable detour I came again to the Lawrence road.

From our camp, in a distance of seven miles on the Lawrence road, there have been some six or seven houses recently burnt, and a large number on either side of the road are deserted. I understood that the same state of things existed above Lawrence on the river. I found quiet so far restored on this side of Kansas river that many were going out from the town to secure such household property as remained. These persons would return to Lawrence or leave the country.

I have reason to believe that a body of one hundred and fifty free-soilers had crossed the river at Lawrence with a view, most probably, of sustaining their party on that side of the river. As regards the main object of my march, I have the honor to inform you that I neither met with nor heard of any marauding parties in the part of the route traversed by my command.

I am, sir, very respectfully, your obedient servant,

W. J. NEWTON,
Captain 2d Dragoons,

Lieutenant T. J. WRIGHT,
Adjutant 2d Dragoons, in camp.

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 10, 1856.

SIR: On the 8th instant I sent Captain Newton, 2d dragoons, with his company, on a patrol. I enclose his report.

Yesterday morning Captain Sacket returned with his company from the Delaware nation. I enclose his report also.

I received your communication of the 6th instant the night of the 8th, by Lieutenant Stanley. Captain Sturgess, 1st cavalry, who did not cross the Kansas with his company, marched next morning, I understood, to look after the Delawares. Their chief has prevented his young men from defending themselves, on the ground that a contest once begun they would not discriminate between whites, whether friendly or not.

The promises by principal men of Lawrence to refrain from excesses, reported in my last, 7th instant, have not been well kept; possibly owing to excesses reported to the north and east of the Kansas. Some of them came to see me about the liberation of prisoners, (which had been promised them by the authorities, but who were beyond the

river.) I informed them of complaints just made by persons required to leave their claims, and told them that if these things went on, Congress having adjourned without taking part with them, they might expect to see 5,000 troops, or possibly militia from a State, sent into the Territory by the President. I thought, too, that he had not exhausted his powers, but might and would provide that armed bodies be disarmed and imprisoned for punishment, or shot down. I give this as an instance of my custom on proper occasion to make the almost hopeless use of the moral influence of cool remonstrance and advice.

Judge Lecompte has held his court without any trouble. It was not necessary even to send a party into town.

The court has adjourned and I send an escort of a sergeant's party with the judge to-morrow morning. The State prisoners have been bailed and released. I have none in camp. I showed to some of them your letter of August 24, provided them with transportation by return train to Lawrence. A small escort, which they at first declined, went with them.

I am, very respectfully, your obedient servant,

P. ST. GEO. COOKE,

Lieutenant Colonel 2d Dragoons, Commanding.

Major GEORGE DEAS,

Asst. Adjt. General, Dept. West, Fort Leavenworth.

*Inaugural Address of John W. Geary, Governor of Kansas Territory.
Delivered at Lecompton, September 11, 1856.*

FELLOW-CITIZENS: I appear among you a stranger to most of you, and for the first time have the honor to address you as governor of the Territory of Kansas. The position was not sought by me, but was voluntarily tendered by the present Chief Magistrate of the nation. As an American citizen, deeply conscious of the blessings which ever flow from our beloved Union, I did not consider myself at liberty to shrink from any duties, however delicate and onerous, required of me by my country.

With a full knowledge of all the circumstances surrounding the executive office, I have deliberately accepted it, and, as God may give me strength and ability, I will endeavor faithfully to discharge its varied requirements. When I received my commission I was solemnly sworn to support the Constitution of the United States, and to discharge my duties as governor of Kansas with fidelity. By reference to the act for the organization of this Territory, passed by Congress on the 30th day of March, 1854, I find my duties more particularly defined; among other things, I am "to take care that the laws be faithfully executed."

The Constitution of the United States and the organic law of this Territory will be the lights by which I will be guided in my executive career.

A careful and dispassionate examination of our organic act will satisfy any reasonable person that its provisions are eminently just

and beneficial. If this act has been distorted to unworthy purposes, it is not the fault of its provisions. The great leading feature of that act is the right therein conferred upon the actual and *bona fide* inhabitants of this Territory "in the exercise of self-government, to determine for themselves what shall be their own domestic institutions, subject only to the Constitution and the laws duly enacted by Congress under it." The people, accustomed to self-government in the States from whence they came, and having removed to this Territory with the *bona fide* intention of making it their future residence, were supposed to be capable of creating their own municipal government, and to be the best judges of their own local necessities and institutions. This is what is termed "popular sovereignty." By this phrase we simply mean the right of the majority of the people of the several States and Territories, being qualified electors, to regulate their own domestic concerns, and to make their own municipal laws. Thus understood, this doctrine underlies the whole system of republican government. It is the great right of self-government, for which our ancestors, in the stormy days of the revolution, pledged "their lives, their fortunes, and their sacred honor."

A doctrine so eminently just should receive the willing homage of every American citizen. When legitimately expressed and duly ascertained, the will of the majority must be the imperative rule of civil action for every law-abiding citizen. This simple, just rule of action, has brought order out of chaos, and by a progress unparalleled in the history of the world has made a few feeble infant colonies a giant confederated republic.

No man conversant with the state of affairs now in Kansas can close his eyes to the fact that much civil disturbance has for a long time past existed in this Territory. Various reasons have been assigned for this unfortunate condition of affairs, and numerous remedies have been proposed.

The House of Representatives of the United States have ignored the claims of both gentlemen claiming the legal right to represent the people of this Territory in that body. The Topeka constitution, recognized by the House, has been repudiated by the Senate. Various measures, each in the opinion of its respective advocates suggestive of peace to Kansas, have been alternately proposed and rejected. Men *outside of the Territory*, in various sections of the Union, influenced by reasons best known to themselves, have endeavored to stir up internal strife, and to array brother against brother.

In this conflict of opinion, and for the promotion of the most unworthy purposes, Kansas is left to suffer, her people to mourn, and her prosperity is endangered.

Is there no remedy for these evils? Cannot the wounds of Kansas be healed and peace be restored to all her borders?

Men of the north—men of the south—of the east and of the west, *in Kansas*—you, and you alone, have the remedy in your own hands. Will you not suspend fratricidal strife? Will you not cease to regard each other as enemies, and look upon one another as the children of a common mother, and come and reason together?

Let us banish all *outside influences* from our deliberations, and as-

semble around our council board with the Constitution of our country and the organic law of this Territory as the great charts for our guidance and direction. The *bona fide* inhabitants of this Territory *alone* are charged with the solemn duty of enacting her laws, upholding her government, maintaining peace, and laying the foundation for a future commonwealth.

On this point let there be a perfect unity of sentiment. It is the first great step towards the attainment of peace. It will inspire confidence amongst ourselves, and insure the respect of the whole country. Let us show ourselves worthy and capable of self-government.

Do not the inhabitants of this Territory better understand what domestic institutions are suited to their condition—what laws will be most conducive to their prosperity and happiness—than the citizens of distant, or even neighboring States? This great right of regulating our own affairs and attending to our own business, without any interference from others, has been guarantied to us by the law which Congress has made for the organization of this Territory. This right of self-government—this privilege guarantied to us by the organic law of our Territory, I will uphold with all my might, and with the entire power committed to me.

In relation to any changes of the laws of the Territory which I may deem desirable I have no occasion now to speak; but these are subjects to which I shall direct public attention at the proper time.

The Territory of the United States is the common property of the several States, or of the people thereof. This being so, no obstacle should be interposed to the free settlement of this common property, while in a territorial condition.

I cheerfully admit that the people of this Territory, under the organic act, have the absolute right of making their municipal laws, and from citizens who deem themselves aggrieved by recent legislation I would invoke the utmost forbearance, and point out to them a sure and peaceable remedy. You have the right to ask the next legislature to revise any and all laws; and in the mean time, as you value the peace of the Territory, and the maintenance of future laws, I would earnestly ask you to refrain from all violations of the present statutes.

I am sure that there is patriotism sufficient in the people of Kansas to lend a willing obedience to law. All the provisions of the Constitution of the United States must be sacredly observed; all the acts of Congress having reference to this Territory must be unhesitatingly obeyed, and the decisions of our courts respected. It will be my imperative duty to see that these suggestions are carried into effect. In my official action here I will do justice at all hazards. Influenced by no other considerations than the welfare of the whole people of this Territory, I desire to know no party, no section, no north, no south, no east, no west; nothing but Kansas and my country.

Fully conscious of my great responsibilities in the present condition of things in Kansas, I must invoke your aid and solicit your generous forbearance. Your executive officer can do little without the aid of the people. With a firm reliance upon Divine Providence, to the best of my ability, I shall promote the interests of the citizens of the

Territory, not merely collectively but individually ; and I shall expect from them in return that cordial aid and support, without which the government of no State or Territory can be administered with beneficent effect.

Let us all begin anew. Let the past be buried in oblivion. Let all strife and bitterness cease. Let us all honestly devote ourselves to the true interests of Kansas ; develope her rich agricultural and mineral resources, build up manufacturing enterprises, make public roads and highways, prepare amply for the education of our children, devote ourselves to all the arts of peace, and make our Territory the sanctuary of those cherished principles which protect the inalienable rights of the individual and elevate States in their sovereign capacities. Then shall peaceful industry soon be restored ; population and wealth will flow upon us ; "the desert will blossom as the rose," and the State of Kansas will soon be admitted into the Union, the peer and pride of her elder sisters.

JOHN W. GEARY.

PROCLAMATION.

Whereas, a large number of volunteer militia have been called into the service of the Territory of Kansas, by authority of the late acting governor, for the maintenance of order, many of whom have been taken from their occupations or business, and deprived of their ordinary means of support and of their domestic enjoyments ; and

Whereas, the employment of militia is not authorized by my instructions from the general government, except upon requisition of the commander of the military department in which Kansas is embraced ; and

Whereas, an authorized regular force has been placed at my disposal, sufficient to ensure the execution of the laws that may be obstructed by combinations too powerful to be suppressed by the ordinary course of judicial proceedings ; now

Therefore, I, John W. Geary, governor of the Territory of Kansas, do issue this my proclamation, declaring that the services of such volunteer militia are no longer required, and hereby order that they be immediately discharged. The secretary and the adjutant general of the Territory will muster out of service each command at its place of rendezvous.

And I command all bodies of men, combined, armed, and equipped with munitions of war, without authority of the government, instantly to disband or quit the Territory, as they will answer the contrary at their peril.

In testimony whereof I have hereunto set my hand and affixed the seal of the Territory of Kansas. Done at Lecompton
[L. s.] this 11th day of September, in the year of our Lord one thousand eight hundred and fifty-six.

JOHN W. GEARY,
Governor of Kansas.

By the governor :

DANIEL WOODSON, *Secretary.*

PROCLAMATION.

Whereas, it is the true policy of every State or Territory to be prepared for any emergency that may arise from internal dissension or foreign invasion:

Wherefore, I, John W. Geary, governor of the Territory of Kansas, do issue this my proclamation, ordering all free male citizens, qualified to bear arms, between the ages of eighteen and forty-five years, to enrol themselves, in accordance with the act to organize the militia of the Territory, that they may be completely organized by companies, regiments, brigades, or divisions, and hold themselves in readiness to be mustered, by my order, into the service of the United States, upon requisition of the commander of the military department in which Kansas is embraced, for the suppression of all combinations to resist the laws, and for the maintenance of public order and civil government.

In testimony whereof I have hereunto set my hand and the seal of the Territory of Kansas. Done at Lecompton this eleventh
[L. s.] day of September, in the year of our Lord one thousand eight hundred and fifty-six.

JOHN. W. GEARY,
Governor.

By the governor:

DANIEL WOODSON, *Secretary.*

In accordance with the foregoing proclamation, the commanding officers will take notice, and in compliance therewith report their enrollments and organization to me at my office at Tecumseh, on or before the first day of October next.

By order of the governor.

H. J. STRICKLER,
Adjutant General.

LECOMPTON, *September 11, 1856.*

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, September 17, 1856.

COLONEL: I take advantage of the opportunity of a messenger from Governor Geary to Washington to send you copies of Colonel Cooke's and Captain T. J. Wood's reports, which will sufficiently explain themselves. The operations of Captain Wood were very well conducted, as the result shows.

The effect of Colonel Cooke's presence with his force, though so much less than those around him, had no doubt its proper influence.

The good sense and respect for law which has been evinced by the companies from Missouri has made the prompt and energetic action of Governor Geary entirely successful, and the road is now clear for our operations, (already begun,) without waiting for or requiring the

presence of other troops. I want now only the horses, recruits, and artillery first asked for. They will, if authorized, arrive about the time they will be most needed; for I shall not wait for them to begin, though they will be here to *finish*. As Mr. Adams (Governor Geary's messenger) expects to leave every minute, I will close this package; but if he be delayed waiting for a boat, I will write more fully.

With high respect, your obedient servant,

PERSIFOR F. SMITH,
Brevet Major General Commanding.

Colonel S. COOPER,
Adjutant General of the Army.

[Endorsement.]

October 3, 1856.

Read with satisfaction, as furnishing better prospects for the restoration of peace and good order in Kansas. The conduct of Captain Wood is very commendable.

JEFF'N DAVIS,
Secretary of War.

HEADQUARTERS,

Camp near Lecompton, K. T., September 16, 1856.

MAJOR: The afternoon of the 14th instant I received a report from Governor Geary that great outrages were being committed by marauders at or in the vicinity of Osawkee beyond the Kansas, and making requisition for a military force to accompany the deputy marshal. I sent Captain T. J. Wood, commanding a squadron 1st cavalry. (A copy of instructions enclosed.)

At sundown same day I received a pressing call from the governor to march with my whole force to Lawrence to prevent an impending "collision." Being very unwell, I sent Colonel Johnston immediately with the light battery, 4th artillery, squadron 2d dragoons, and his five companies 1st cavalry, then present. Very early yesterday I waited on the governor, and rode with him down to Lawrence, arriving at 10 o'clock. I found my force distributed in strong positions near the town; beyond, about two miles on the Franklin road, the advance of a large force was to be seen, banners flying. After a momentary communication with Colonel Johnston, I pushed on with the governor to meet it. It was a mounted company uniformed and well armed, which at a word accompanied our carriage as a guard of honor to the main body in Franklin. Here about twenty-five hundred men, armed and organized, were drawn up, horse and foot, and a strong six-pounder battery. The generals and principal officers were collected in a large room, and very ably and effectively addressed by Governor Geary. Eloquent speeches were made by General Atchison and General Reed, and calculated to produce submission to the legal demands made upon them. Some other inflammatory addresses were also made;

so that I felt called upon to say some words myself, appealing to these militia officers as an old resident of Kansas and friend to the Missourians to submit to the patriotic demand that they should retire, assuring them of my perfect confidence in the inflexible justice of the governor, and that it would become my painful duty to sustain him at the cannon's mouth. Authority prevailed, and the militia honorably submitted to march off to be disbanded at their place of rendezvous.

I returned then to the town of Lawrence, which was in great excitement, and the governor spoke to the principal men, and thence to the bivouac of the troops, who slept under arms after two night marches with scant provision.

Captain Wood had reached the river at Lecompton on his return, as I left yesterday morning with prisoners. Leaving there this morning at sunrise Colonel Johnston to send out strong patrols, and to return to camp this afternoon if possible, I hastened back with the governor, following on the traces of Colonel Clarkson's regiment, who were marching by the Lecompton crossing, *en route* to Leavenworth. We found little appearance of any depredation, but a man had been shot down for refusing to deliver a horse. We stopped a few moments for Judge Cato to take the affidavit of the man, mortally wounded, I fear.

I found Captain Wood in camp with one hundred and one men, prisoners, horses, arms, property, &c., including a *piece of artillery*, said to belong to the State of Missouri. (Captain Wood's report enclosed.) I then addressed a letter to the governor, (copy enclosed,) calling on him to take charge, by the proper civil officer, of these prisoners. Lieut. Col. Johnston returned at 4 p. m., and reports that the main body of militia, or Missourians, having passed the Wakarusa six miles beyond Lawrence yesterday evening, were nowhere to be seen by the patrols this morning on the other side at that or another point above.

Judge Lecompte arrived this afternoon, with escort; he will probably hold an "adjourned court." Night. I have received the despatches of the 15th and 16th.

A reinforcement of as many infantry as can be spared is now to all appearances important.

Very respectfully, your obedient servant,

P. ST. GEORGE COOKE;

Lieut. Col. 2d Dragoons, Commanding.

Major F. J. PORTER,

A. A. Gen., Dept. of the West, Fort Leavenworth, K. T.

P. S.—I should have mentioned that Colonel Johnston, as authorized, left Major Sedgwick with a squadron to come to-morrow morning. Captain Wood's report is just received. He deserves great credit for the energy, management, and success with which he conducted his enterprise.

P. ST. G. COOKE,

Lieut. Col. 2d Dragoons.

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 16, 1856.

DEAR SIR: Captain T. J. Wood, 1st cavalry, commanding a squadron, was sent out on the 14th instant with the deputy marshal, to give the military aid for which, on the same date, you had made formal requisition.

Having just returned to camp from important duties near Lawrence, I find that they have brought into camp as prisoners 101 men.

I find in my instructions from General Smith, August 19, that "the governor of the Territory should, if possible, take means to keep the prisoners arrested under his authority, and such as may hereafter be taken. Their custody embarrasses the troops and diminishes their efficiency." This now proves so true that I am forced to ask that the proper civil officer shall take them into his keeping. I should be able, on requisition, founded on necessity, to afford marshal and sheriff, temporarily, some aid, supposing that the place of their keeping will not be further than Lecompton,

With high respect, your obedient servant,

P. ST. G. COOKE,
Lieut. Col. 2d Dragoons.

His Excellency Col. J. W. GEARY,
Governor of Kansas.

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 14, 1856.

SIR: Requisition having been duly made on me by the executive for aid in the arrest of certain criminals, against whom writs will be placed into the hands of the deputy marshal, and to protect the settlements of peaceable citizens north of the Kansas from robbery and outrage, you will proceed with your squadron to Osawkee and Hickory Point (or "Hardtville") to give such legal aid and protection. I expect it will require two or three days before your return to this camp. You will not remain longer without reporting by express the necessity of the case.

Very respectfully, your obedient servant,

P. ST. G. COOKE,
Lieut. Col. 2d Dragoons.

Captain T. J. Wood,
1st Cavalry, Present.

IN CAMP, NEAR LECOMPTON,
September 16, 1856.

SIR: In pursuance with your instructions, dated 14th instant, and handed me at 12 m., to proceed with my squadron (companies "C and

H'' 1st cavalry) to Osawkee and Hickory Point (or "*Hardtville*,") to aid in the arrest of certain criminals against whom writs were in the hands of the deputy marshal, and to protect the settlements of peaceable citizens north of the Kansas river from robbery and outrage, I marched with my squadron at 1 o'clock p. m. of that day.

I learned at the ferry at Lecompton that a large band of armed marauders, commanded by a person named Harvey, and who is reported to hold the rank of colonel among the organized disturbers of the peace of the Territory, had marched from Lawrence the previous night for the purpose of attacking some settlement or settlements in the district in which I had been ordered to afford protection.

Finding I would be detained some hours in crossing the Kansas river, owing to the very limited ferry arrangements, I desired Mr. Dyer and Dr. Tebbs, who were named in my instructions as guides to my command, to send forward a person to Osawkee and Hickory Point each, with a view to determining the position of Harvey's band, which request was complied with.

After getting my command across the Kansas, I proceeded to the Leavenworth crossing of the Grasshopper, where I halted to await the return of the messengers sent out to gain information. I took advantage of the halt to graze the horses two or three hours, and allow the men to get their suppers. About nightfall the messenger who had been despatched to Osawkee returned, and reported that he had been fired on by four men, and driven back.

About an hour later the messenger who had been sent to Hickory Point returned, and reported that Harvey's party had attacked Hickory Point at 11 o'clock in the forenoon, and were probably still somewhere in that vicinity, as the attack, from all the information he had obtained, had been made by a force of some three hundred and fifty men, provided with artillery and baggage wagons.

At 9 o'clock I moved towards Hickory Point, marching very rapidly.

About 11½ o'clock I met an armed party, numbering about twenty-five men, on the road leading from Hickory Point to Lawrence. I halted them, and asked who they were, whither they had been, and whither they were going.

To these questions they replied that they were "a part of Colonel Harvey's command; that they were returning to Lawrence from Hickory Point, and that they had been engaged in the attack that day on the latter place."

They were well armed with muskets and Sharpe's carbines, and had with them three wagons, in one of which there was a man who had been wounded in the attack.

The deputy marshal arrested them in the name of the United States, and required them to lay down their arms, which requirements I enforced.

After the party had been disarmed, a person who gave his name as Leubler, and who represented himself as a physician, and that he had accompanied Harvey's party in the capacity of surgeon, informed me that he was returning to Lawrence as the medical attendant of the wounded man, and requested to be permitted to go on. He was

allowed to do so, and two men were permitted to accompany him to aid in taking care of the wounded man.

Taking the arrested men and two of their wagons with me, I proceeded in the direction of Hickory Point, as they had informed me after the arrest that Harvey was encamped on the road two miles from where the first arrests were made.

After marching some half mile I met two other men, who acknowledged themselves to be of Harvey's band, and to have been engaged in the attack on Hickory Point. The deputy marshal arrested them.

About a half a mile from Harvey's camp I detached two parties, one to approach the camp on the right flank and rear, the other on the left flank and rear, while I moved with the greatest portion of my squadron on the front of the camp. By a rapid movement the three parties concentrated on the camp before there was time to make any preparation for resistance or to escape. I immediately rode into the camp, accompanied by the marshal.

The men in camp acknowledged themselves to belong to Harvey's party, and that they had been engaged in the attack on Hickory Point, which fact was well attested by the presence of several wounded men in the camp; and furthermore, they acknowledged that they had marched from Lawrence the previous night to make the attack.

The marshal arrested all of them in the name of the United States, and required them to lay down their arms, which I enforced.

They laid down their arms with considerable hesitation, and would perhaps have not done so at all, but that they found themselves entirely surrounded by a force sufficient to enforce the marshal's orders.

A person who gave his name as Bickerton, and who represented himself to be in immediate command of the camp, reported that Harvey was sleeping in a log cabin a little distance off; a party was despatched to examine the house, but no one was found.

The marauders were well armed with muskets, and Sharpe's carbines, hunting rifles, revolving pistols, bowie knives, &c, and had one piece of artillery, a 4-pounder.

In order that no charge could be made by the persons arrested, that their property had been sacrificed by hurrying them off, ample time was given them to collect all their horses and wagons, and to prepare them for the march.

Having so many prisoners in custody, amounting to a hundred and one, I considered it proper to return hither as soon as possible, and consequently commenced the return march at 2 o'clock in the morning of the 15th.

I reached this camp at 10 o'clock a. m., having been absent twenty-one hours, nineteen of which my command had been in the saddle, and had marched thirty-six miles, including two crossings of the Kansas river.

From all I could learn, Harvey's command was about 200 strong when it marched from Lawrence; the other 150 men of the attacking party came, from the best information I could get, from Topeka.

I would have proceeded to look after this portion of the marauders but for the trammelled condition of my command, charged with the custody of so many persons.

I brought into camp 47 Sharpe's carbines, 38 muskets, 6 hunting rifles, 2 shot guns, 20 revolving pistols, 14 bowie knives, 4 swords, and one piece of artillery, with a large supply of ammunition for all arms.

I also brought in twenty-seven horses in addition to the harness horses.

Doubtless many arms were thrown away by the marauders, as some of those brought in were picked up in the grass by men. The 2d captain of my squadron, Newby, and the 2d lieutenant of my company, Church, were very active and useful in carrying out the dispositions I deemed it proper to make, to enforce the marshal's arrests.

The men of both companies behaved excellently, obeying all orders promptly but quietly, without noise, disorder or confusion, and abstaining from all violence, when the reverse might so readily have happened in the hurry of rapid movements at night.

I had with me 46 enlisted men of company "C" and 36 of company "H."

Very respectfully, your obedient servant,

THOMAS J. WOOD,

Captain 1st Cavalry, commanding 2d squadron.

Lieut. Col. P. St. GEORGE COOKE,

2d Dragoons, Commanding, &c.

HEADQUARTERS, DEPARTMENT OF THE WEST,

Fort Leavenworth, October 14, 1856.

COLONEL: I have the honor to enclose, for the information of the Secretary of War, various communications in relation to the affairs of this Territory, which give the history of what has happened since my last advices to you.

Another armed party, brought to the limits of the Territory by Lane, has entered. They represented themselves as coming with objects entirely peaceful, and on these representations some of them were encouraged by the governor to enter; but, upon examination, it was found their representations were false. They had no implements of agriculture or other industry, and were provided with a full supply of arms, ammunition, drum, and other implements of war. Colonel Cooke, upon the requisition of the deputy marshal, very properly aided him in arresting them, and will have them conducted to the seat of government to be examined by the judicial authority. * * *

No disturbance took place any where in the Territory at the late election.

It is announced that the "State party" intend to order an election shortly, at which a member of Congress, &c., are to be chosen.

With high respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Dep't.

Colonel S. COOPER,

Adjutant General of the Army.

[Endorsement.]

WAR DEPARTMENT,
November 8, 1856.

Read. The discrimination and good judgment displayed by Lieut. Colonel Cooke receives unqualified commendation. Embarrassed as he naturally was by the seeming conflict between the letter of the governor addressed to him on the 28th September and the circular letter of September 30, the course which Lieut. Colonel Cooke pursued manifests that energy and great discrimination which, under the circumstances, could alone have prevented a secret armed invasion, and further disturbances to the peace and good order of Kansas.

JEFF'N DAVIS,
Secretary of War.[No. 1.] HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, September 22, 1856.

SIR: I return the requisitions signed by John Donaldson, captain, and Colonel Titus, commanding, for provisions and clothing, and those for forty volunteer cavalry.

No corps less than a company can be mustered into service, as the company is the smallest body organized. Each company has one captain, one first lieutenant, and one second lieutenant. If you take a fraction of a company of men, how will the proportion as to a captain be determined? You cannot divide an officer, and a captain or lieutenant cannot be received unless with a company, of which they are component parts.

When a company is mustered into service, it comes immediately under the command of the officer commanding the troops of the army or militia, as the case may be, in the service of the United States; and all requisitions are made, not on the commander of the department, but on the proper officer of the staff, and must be passed through and approved by the commanding officer of the troops, who, in this case, is Lieut. Colonel Cooke.

Colonel Cooke has instructions to dispose of the troops under his command according to your wishes and in conformity with the law, and will, accordingly, furnish detachments for any particular purpose you may think necessary for the public service; but all the returns, requisitions, reports, &c., required by orders or regulations, must be made through him. His quartermaster, commissary, and other staff officers, will furnish all the camp and garrison equipage and supplies of ammunition, provisions, &c., that may be needed.

As to the forty mounted men, they cannot be mustered into service unless their number be increased to a full company.

All these are subjects regulated by positive law, which leaves no

one any discretion, the law must be exactly complied with or the whole proceeding is illegal and void.

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Dep't.

His Excellency JOHN W. GEARY,

Governor of the Territory of Kansas.

[No. 2.]

HEADQUARTERS, DEPARTMENT OF THE WEST,

Fort Leavenworth, September 26, 1856.

COLONEL: Your letter of the 24th instant, with its enclosure, was received this morning.

You were right in suspending the execution of Special Order No. 134 until information and circumstances render the movement necessary.

In order that the commanding general may act entirely in concert with the governor of the Territory, and that no misunderstanding may arise between you and him, he directs, lest you have not so understood your instructions, that you will conform your movements and those of the troops to the wishes of the governor.

In regard to supplies, &c., for the militia infantry under your command, the following extract from the general's letter are furnished for your guidance: "All the returns, requisitions, reports, &c., required by orders or regulations, must be made through him, (you.) His (your) quartermaster, commissary, and other staff officers will furnish all the camp and garrison equipage, and supplies of ammunition, provisions, &c., that may be needed."

I am, colonel, very respectfully, your obedient servant,

F. J. PORTER,

Assistant Adjutant General.

Lieut. Col. P. ST. GEORGE COOKE,

Commanding U. S. troops in camp near Lecompton, K. T.

[No. 3.]

HEADQUARTERS, DEPARTMENT OF THE WEST,

Fort Leavenworth, September 29, 1856.

COLONEL: Your despatch of the 27th instant is received, and in reply to your inquiries I have to give you the following instructions from the commanding general:

You will continue to report to Colonel Cooke, receiving from him such instructions as may from time to time be given, and keeping him, as well as the general, constantly informed of all matters of importance connected with your expedition.

The length of time you will remain upon the frontier depends upon circumstances. Instead of your command returning immediately, reports just received, if true, indicate the necessity of prolonging its

stay and of increasing its strength. It is very desirable, whatever the time employed, that your expedition may be attended with success, and that all organized armed parties may be secured and disarmed; for which purpose, and to carry out your other instructions, if you find it necessary to pass the boundary of the adjacent Territory, that boundary must not be regarded as an obstacle. The Territory is under the authority of the federal government, and forms no part of an independent State.

Arrangements are made for provisioning your command from this post, so that, should you find it probable your journey will be prolonged, a timely notice of the supplies needed, and of their place of destination, will insure their arrival.

I am, Colonel, very respectfully, your obedient servant,

T. J. PORTER,
Assistant Adjutant General.

Lieut. Col. J. E. JOHNSTON,
Commanding U. S. Troops
en route to northern frontier of Kansas.

[No. 4.] HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, September 28, 1856.

GOVERNOR: The enclosed letter from W. P. Richardson reached me last night; its envelope was addressed to me, or "the Governor."

I am not acquainted with the persons from whom the information of Lane's movements is derived, and do not know what faith is due to it. When the four companies of cavalry under Lieut. Col. Johnston were ordered, a few days ago, to the northern frontier of the Territory, all the troops that could be spared from this post were sent down to Lecompton, so that all the disposable force is now there, and at your disposition. If you think the information sent is even probable, it seems to me proper to employ every means to capture Lane. The acts he has been guilty of here point out his intentions now, and, connected with his armament of cannon, show those intentions to be in continuation of his former illegal and insurrectionary acts.

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

His Excellency JOHN W. GEARY,
Governor of the Territory of Kansas.

P. S.—Since writing the foregoing, I have received from Lieutenant Colonel Johnston his report of his departure towards Nebraska City. Please send to Colonel Johnston, through Colonel Cooke, and to me all the information necessary to direct Colonel Johnston's movements; and I beg you will supply him with guides, &c., whom the quartermaster will pay.

With the highest respect, your obedient servant,

PERSIFOR F. SMITH,

Brevet Major General, Commanding Department.

[No. 5.]

EXECUTIVE DEPARTMENT,
Lecompton, K. T., October 4, 1856.

DEAR SIR: As there is great reason to believe that disturbances will take place at the election on Monday next, the 6th instant, at the town of Leavenworth, unless precautionary measures are taken to prevent the same, and as it is of the highest importance to endeavor by every possible means to preserve the public peace at every point, and especially on that occasion, I request that you station in Leavenworth City a sufficient force of United States troops to guard the polls and prevent the commission of outrages.

Very respectfully, your obedient servant,

JOHN W. GEARY,
Governor of Kansas Territory.

Major General P. F. SMITH,

Commanding U. S. Forces, Department of the West.

OCTOBER 6, 1856.

SIR: I apprehend no difficulty here to-day. The election is going off quietly. I do not think I will need any military assistance to carry out the law. Should there be an outbreak I shall certainly call upon you for assistance at the fort.

Very truly yours,

GREEN D. TODD.

By H. D. McMACKIN,
Deputy Sheriff.

Captain STURGIS.

[No. 6.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, October 5, 1856.

COLONEL: Your letter, with its four enclosures, was received to-day.

This is the first communication received from you since you left Lecompton, and the first official notification of Colonel Johnston's position since he left Indianola. The latter fact has been a matter of surprise to the commanding general, as non-commissioned officers and other persons have been *sent* from his camp to this station.

It is very desirable that you should be frequently heard from, and therefore every opportunity should be taken advantage of by you and by parties detached from your command to communicate progress, the position of the camp, the number, strength and character of the parties met with, &c., &c.

The General directs you not to trust to the appearance and professions of parties claiming to be peaceable bona fide emigrants, but, by the use of spies and other means which may be at your disposal, to procure all possible information of their character and intentions, and

by a careful examination to insure yourself that they form no part of organized armed bodies or of Lane's men. Should they enter the Territory with cannon, or form any portion of Lane's command, you will not believe their professions, but take them prisoners and disarm them.

Your command will probably be needed on the frontier for some time yet, so that the General directs that in sending to Lecompton any portion of your command, you will be guided only by the requisitions of the governor, or by further orders. Supplies will be forwarded to you to-morrow, and hereafter you are desired to give notice of your wants in time to be supplied at the proper period. Your quartermaster has instructions from the quartermaster here with regard to purchases, &c., &c.

I enclose a copy of a communication to Lieutenant Colonel Johnston, in case it has not reached him.

I am, Colonel, very respectfully, your obedient servant,

F. J. PORTER,

Assistant Adjutant General.

Lieutenant Colonel P. St. G. COOKE,

Commanding U. S. Troops, Kansas.

[No. 7.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 27, 1856—night.

MAJOR: The battalion of sixth infantry arrived on the 25th. That afternoon I went to town, at the request of the governor, to consult on "business of the utmost importance." I found he had information, to which he gave full credit, that a Mr. Redpath was approaching Topeka from the north with 200 men, and it was considered advisable to send Lieutenant Colonel Johnston, with four companies of first cavalry, to carry out special department orders No. 184. I was also requested to send a company of infantry to Lawrence, with one object—to protect the returning inhabitants of Franklin.

Accordingly, Colonel Johnston marched yesterday morning, by way of Topeka; expressing some doubt and discontent as to his right or power of executing the special order, under the circumstances somewhat changed, I enclose a copy of my order. The governor had suggested that a force should for some time be stationed at Topeka.

I also enclose a copy of my instructions to Brevet Major Woods, 6th infantry, who marched yesterday to Lawrence. After Colonel Johnston had gone a few minutes, a deputy marshal came with a written requisition of the governor, asking that 150 cavalry should be sent to carry out the object, expressed somewhat differently, but perhaps substantially the same as the special order. I sent it off to Colonel Johnston with the marshal, who was to accompany him.

The governor told me yesterday afternoon that the prospect of returning order was greatly brightening; all will depend upon the power of keeping back the northern invasion. I have received this afternoon a letter from the governor, communicating information,

which he considers important, of the approach of large numbers—1,000 men. I shall consult with him to-morrow, and propose more decided or stronger precautionary measures, if reports receive confirmation.

The first militia company is not yet reported entirely complete.

A sergeant's party returned last night from the north of the river with a deputy marshal, having made eight arrests.

Captain Sacket arrived with his company this afternoon.

Very respectfully, your obedient servant,

P. ST. GEORGE COOKE,

Lieutenant Colonel Second Dragoons.

Major F. J. PORTER,

Assistant Adjutant General, Department of the West,

Fort Leavenworth.

[ORDERS No. 11.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 26, 1856.

Lieutenant Colonel Johnston, 1st cavalry, will march to-morrow morning, at 8 o'clock, in command of four companies of his regiment, to carry out special orders No. 134, from headquarters department of the west, dated September 22, 1856. He will take the route by Topeka, where he will return and make report to these headquarters after the performance of the prescribed duties.

By order of Lieutenant Colonel Cooke:

T. J. WRIGHT,

Lieutenant Second Dragoons, and Adjutant.

HEADQUARTERS,

Camp near Leocompton, K. T., September 26, 1856.

SIR: The commanding officer directs that you detail a company to be detached this morning, to march and take post in the vicinity of Lawrence. The officer in command will be instructed to select this camp ground with the double view of repressing the ingress or egress from Lawrence of armed bodies of men, and of affording protection to the inhabitants about to return to the village of Franklin, about three and a half miles below Lawrence. To accomplish this last object, he will, if he finds it absolutely necessary, station in Franklin a small detachment.

The commanding officer of the company will forward a field return for the 30th instant.

Very respectfully, your obedient servant,

T. J. WRIGHT,

Lieutenant 2d Dragoons, and Adjutant.

Lieut. Col. GEORGE ANDREWS,

Commanding Battalion 6th Infantry.

[No. 8.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, October 8, 1856.

COLONEL: Your letter of the 7th instant was received this morning and presented to the commanding general. He directs me to say to you that the "fort" referred to should be destroyed, and that all parties engaged in fortifying themselves should be arrested. All persons who are inclined to maintain the laws and organized government will be protected by the laws and government they respect, and require no such accessories. Considering the fact that parties have been formed to resist the constituted authorities and laws of the land, such acts as the erection of forts, &c., only furnish *prima facie* evidence of a league with that class, and come within the denunciation of the President's proclamation, and are proper subjects upon which to employ the military force.

As provisions and forage were forwarded to you on your requisition of the 3d instant, no supplies have been sent to Lecompton to fill your requisition this time. You will, however, find sufficient there to meet your wants till the return of the messenger, by whom be pleased to send your requisition.

I am, Colonel, very respectfully, your obedient servant,

F. J. PORTER,
Assistant Adjutant General.

Lieut. Col. P. St. G. COOKE,
Commanding United States Troops, Kansas.

[No. 9.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, October 8, 1856.

COLONEL: Your letter of the 7th instant was received this morning and presented to the commanding general. He directs me to say to you that the "fort" referred to should be destroyed, and that all parties engaged in fortifying themselves should be arrested. All persons who are inclined to maintain the laws and organized government will be protected by the laws and government they respect, and require no such accessories. Considering the fact that parties have been formed to resist the constituted authorities and laws of the land, such acts as the erection of forts, &c., only furnish *prima facie* evidence of a league with that class, and come within the denunciation of the President's proclamation, and are proper subjects upon which to employ the military force.

As provisions and forage were forwarded to you on your requisition of the 3d instant, no supplies have been sent to Lecompton to fill your requisition this time. You will, however, find sufficient there to meet your wants till the return of the messenger, by whom be pleased to send your requisition.

I am, Colonel, very respectfully, your obedient servant.

[F. J. PORTER,
Assistant Adjutant General.

Lieut. Col. P. St. G. COOKE,
Commanding United States Troops, Kansas.

[No. 10.] HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, October 10, 1856.

COLONEL: Your two communications of the 8th instant are received. The commanding general instructs me to say you are at liberty to pursue your route to Lecompton; but he wishes the fort and its defences destroyed, and those engaged in erecting them taken prisoners. On these points the views of the general are expressed in my letter of the 8th instant, and he wishes Colonel Johnston made aware of them.

I have nothing of importance to communicate. There are rumors at Lawrence of troubles at the south.

I am, Colonel, very respectfully, your obedient servant,
 F. J. PORTER, *A. A. G.*

Lieutenant Colonel P. St. G. COOKE,
Commanding Troops in the Field.

[No. 11.] HEADQUARTERS, CAMP NEAR LECOMPTON,
September 20, 1856—night.

MAJOR: Your despatches of the 18th and 19th instant are received. At noon the 17th I received a requisition from the governor for "200" dragoons to accompany him and the United States marshal to make arrests in Topeka. I was quite unwell, and sent Lieutenant Colonel Johnston with two squadrons—1st cavalry and one of the 2d dragoons—(one squadron 1st cavalry, under Major Sedgwick, having just returned from Lawrence, leaving everything quiet.) This command encountered a very severe storm of rain and wind, and reached Topeka the morning of the 17th, where I soon after joined it. *Fourteen* arrests of "captains" and others of the marauding party who robbed Osawkee and others were made, and some property recovered. Colonel Johnston marched back, whilst I crossed the Kansas with a company and made a rapid reconnoissance of the disturbed district beyond. I passed *Indianola*, Osawkee, and Hickory Point, whence I returned, 25 miles, to this camp this morning. I found that in the last week no marauding operations or large parties had passed in any part of it. Lane attacked the assembled neighbors of *both parties*—assembled for protection at Hickory Point—on Saturday, demanding their surrender on pain of no quarter being shown them. His proceedings were cowardly, and he sent to Lawrence for reinforcements; and on Sunday, he probably being gone, one hundred and fifty men from Lawrence, with a four-pounder, fired on some fifty men and some women five hours. A dozen or more cannon balls struck the three log houses. They killed one man, and are all guilty of murder. About one hundred of these men are still in my camp. Witnesses are being assembled, and court will be held on Monday.

At the moment of leaving camp, at sunrise the 18th, I sent a company of 1st cavalry to make a reconnoissance on the route of the militia who retired from the Wakarusa. The lieutenant commanding, who returned this afternoon, reports that he had sent to you a de-

spatch, as authorized and required if anything of *importance* was observed at that distance; and, further, that no depredation or disorder was observed going or returning, which is creditable in the militia.

The governor informed me to-day that *one* company of militia was ready, and Major Sedgwick was sent to muster them into the service. I should doubt if another company be offered.

Governor Geary reports to me that matters are improving, and that he had but one important application for redress—some sixteen bandits having robbed some Indian traders at the Sac and Fox agency, about 30 miles to the south, one of them as guide; and a deputy marshal has since called on me with writs. This man informed me that he had tracked them up, being assisted by indignant *free-soilers*; and I have despatched a lieutenant's party to assist in their capture.

Seven of the prisoners escaped from guard last night, and I have insisted on the marshal taking charge of them to-morrow; and the governor is making arrangements for a *place* of more safe keeping. The company of militia will guard them in the edge of the town. My mp was moved to-day two miles for fresh grass.

On Monday the governor has promised both parties, at several places, that the road should be opened for supplies to Leavenworth; and at his particular request, I have promised a cavalry company to carry it out, and, as it were, to inaugurate this return to peaceful commercial intercourse, so essential to all the inhabitants.

September 21.—It is a common and probable report that Lane has gone out of the Territory, and some of his men; whether to return with 500 men, as some add, remains to be seen.

I would inquire whether the company of militia are to be necessarily under my orders? I presume, of course, that they are to be rationed by my acting assistant commissary of subsistence.

Shall I, if asked by the governor, *continue* to issue rations to the citizen prisoners?

* * * * *

Very respectfully, your obedient servant,

P. ST. GEO. COOKE,

Lieutenant Colonel 2d Dragoons, Commanding.

Major F. J. PORTER,

Asst. Adjt. General, Dept. of the West, Fort Leavenworth.

[No. 12.]

HEADQUARTERS, CAMP NEAR LECOMPTON,

September 24, 1856—night.

MAJOR: Nothing of much importance has occurred since my report of the 21st.

Captain Sacket marched with his company, 1st cavalry, on the 22d to open the road to Leavenworth, for which the governor made a formal application.

Your despatch of the 22d, with special department order No. 134, &c., were received at 11 p. m. the same date. Lieutenant Colonel Johnston prepared for the march in the morning—yesterday—whilst

I sent a note to Governor Geary informing him, and asking for information which I knew he was expecting. In reply, I received the communication enclosed, when I ordered Colonel Johnston to resume his encampment.

I visited the governor this morning. His information received indicated that, instead of arriving, there were parties retiring from the Territory by the north; and I understood him to desire that, instead of the special order being carried out, future movements should depend upon his future requisition, according to information and circumstances.

The order appearing to have been issued at his request, and there having been a misunderstanding, as he states, I felt authorized by the new instructions to let it go unexecuted.

The effort to form a second company of foot militia at Lawrence seems likely to fail.

All the prisoners, including many new arrests, were delivered to the keeping of the marshal on the 22d instant. The militia company, not yet complete, guard them in town.

The battalion, 6th infantry, has not yet arrived; it encamped five miles beyond Lawrence last night. At the governor's request, I shall establish their camp two miles from here, close to the town.

Very respectfully, your obedient servant,

P. ST. GEO. COOKE,

Lieutenant Colonel 2d Dragoons, Commanding.

Major F. J. PORTER,

Asst. Adjt. General, Dept. of the West, Fort Leavenworth.

EXECUTIVE DEPARTMENT,

Lecompton, K. T., September 23, 1856.

SIR: I have received your communication of this morning; also one from General Smith—both relating to the movement of Colonel Johnston, with four companies of cavalry, upon the northern frontier. As this expedition is to be guided entirely by instructions to be obtained from me, I can now merely say, that I have several persons employed in that region of the Territory to obtain and report to me any information concerning operations that might affect the peace of the government; and having as yet received no reports from them, I desire that the departure of Colonel Johnston be deferred until I can receive and communicate to you authentic accounts that will justify the movement of the troops.

Yours, truly,

JNO. W. GEARY,

Governor of Kansas Territory.

Colonel P. ST. GEORGE COOKE,

Commanding United States Troops.

[No. 13.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 28, 1856.

MAJOR: Your several communications of the 26th instant and this date are received.

I have a very good understanding with the governor, being disposed to second him to my utmost in his important and difficult undertaking.

I have received no report from Colonel Johnston, but the deputy marshal has returned with Redpath, and reports that the large party met near Topeka are real immigrants. No definite information has been received of the approach of the large armed body, but the Colonel will probably be instructed to remain near the northern boundary until after the election on the 6th proximo.

Many men are reported to be leaving the Territory, and it is believed that the free-soil inhabitants will not vote at the election. I enclose a field return for this week.

With much respect, your obedient servant,

P. ST. GEORGE COOKE,
Lieutenant Colonel 2d Dragoons.

Major F. J. PORTER,

*Ass't Adj't Gen'l, Department of the West,
Fort Leavenworth.*

P. S.—In relation to your letter of the 19th, last paragraph, I would desire that First Lieutenant John Buford, regimental quartermaster, who is acting commissary of subsistence at Fort Riley, should be one of the inspectors, but apprehend that, unless notified by you, or I receive notice with reference to his distance, he would not appear in convenient season.

Respectfully,

P. ST. GEORGE COOKE.

[No. 14.]

HEADQUARTERS, CAMP NEAR LECOMPTON,
September 28, 1855.

MAJOR: I march to-day for the northern boundary, with about 364 rank and file—artillery, sabres, and muskets—taking one company of infantry. I shall cross at Lecompton, to do which, after an issue of provisions, will consume the day.

I have, in Lieutenant Colonel Andrews' camp, including sick, about 202 men.

The governor's requisitions did not specify any amount of force, and believing that I have a sufficient force here, including militia—I judge about 500 effective troops, Colonel Johnston's squadrons included—

none too large a force to meet "six or seven hundred" invaders, with a battery, particularly as my object is not bloodshed.

Very respectfully, your obedient servant,

P. ST. GEORGE COOKE,
Lieutenant Colonel 2d Dragoons.

Major F. J. PORTER,
*Ass't Adj't Gen'l, Department of the West,
Fort Leavenworth.*

[No. 15.]

HEADQUARTERS,

*Camp on northern road, three miles north of the Kearny road,
October 3, 1856—night.*

MAJOR: I arrived here this afternoon, joining Colonel Johnston. I sent Lieutenant Armstrong with a select party to make reconnoissance to the west of the Soldier creek; he rejoined me to-day, and reports none arriving by that section.

I enclose a copy of the governor's "requisition," which may be found rather sweeping; and also of a letter handed me yesterday by two men passing northward, whom I had stopped. It may be thought not to be inconsistent with the first, but gave passport to the bearers of information of my force and motions, which may enable almost any party by management, division, concealment, &c., to pass my ordeal. I hear of a piece of cannon left and concealed a little north of this by Redpath's party, which was allowed passage by Colonel Johnston and deputy marshal. I send a spy forward to-morrow.

I thought of sending Colonel Johnston back from here, with his three smaller companies; the governor wants some cavalry as soon as it can be spared; but have ordered Captain De Saussure's company back to-morrow morning; only sixteen men, and six left sick at Le-compton, who may be recovered by the time he returns. I write to Governor Geary by Captain D. "I have said I have supplies for about ten days; and can foresee nothing to prevent me from being back to L. in that time. * * * * *

* * * I may very probably find it advisable to leave Colonel Johnston with five or six companies, and probably the artillery, without hearing from you."

Lane passed here about twelve days ago, and said that he had given the business up. * * * * *

With great respect, your obedient servant,

P. ST. GEO. COOKE,
Lt. Colonel 2d Dragoons.

Major F. J. PORTER,
Ass't Adj. Gen., Department of the West, Fort Leavenworth.

EXECUTIVE DEPARTMENT,
Lecompton, Kansas Territory, September 30, 1856.

To all whom it may concern:

The bearer of this note, Robert Morrow, represents himself as the agent of certain peaceable *bona fide* immigrants about entering the Territory, through Nebraska, under the escort of Colonel Eldridge, assisted by General Pomroy and Colonel Perry.

I welcome all such accessions to the population of this Territory, come from whatever quarter; and I request all good citizens to afford shelter and protection to every person entering the Territory for peaceable and lawful purposes.

If the party under Colonel Eldridge come in this way without threats, or in a hostile attitude, I hereby request all military officers in the Territory to give them a safe conduct, and to permit them to pass without interruption.

JOHN W. GEARY,
Governor of Kansas Territory.

EXECUTIVE DEPARTMENT,
Lecompton, Kansas Territory, September 28, 1856.

SIR: Having received reliable information that James H. Lane, with a large armed force, with three pieces of cannon, is now about to invade this Territory, he having contracted with the ferryman at Nebraska City for the transit of six or seven hundred men across the Missouri river, commencing on the 26th instant: This is to authorize and request you, with such force as you may deem necessary, to cause the said James H. Lane to be arrested, if he be found within the limits of this Territory, and to capture his cannon and any other munitions of war, together with any armed body of men entering this Territory, in violation of my proclamation of the 11th of September inst., and to bring the said James H. Lane, with his cannon and munitions of war, together with any other prisoners, before me at this place, to be dealt with according to law.

Your obedient servant,

JOHN W. GEARY,
Governor of Kansas.

P. ST. GEORGE COOKE,
Commanding U. S. Forces near Lecompton.

[No. 16.]

HEADQUARTERS, CAMP NEAR NEBRASKA BOUNDARY,
October 7, 1856.

MAJOR: I arrived here yesterday, at noon. I just missed the arrest of the notorious Ossawatimie outlaw, Brown. The night before, having ascertained that after dark he had stopped for the night at

a house six miles from the camp, I sent a party who found at 12 o'clock that he had gone.

From apparently reliable information and appearances, the following are the state of affairs on this frontier: When Lane went out some two weeks ago, he met, and his news stopped, the entrance of smaller parties coming to reinforce him, and they have gathered at Tabor, Iowa, about twenty-five miles beyond Nebraska City, and eighty-five from here. This is Eldridge's party. There were, at most, about five hundred; about one hundred have passed, in or are expected to pass in—in small parties—even by twos and threes, and we have met a number.

The rest, so says an express man (and they frequently pass up and down from Lawrence and Topeka) met by a spy, are prepared to, and say they will, winter there. Redpath, whom I left in Lecompton, and was present going out, said he did not believe it; but they would not come in as long as there were troops up here. Those that come in say they will build, and pass the winter at different places, from Manhattan down. The whole movement, being of "Lane men" mercenaries, with the primary object now of being at hand to prevent by rescue the hanging of the prisoners at Lecompton, taken near Hickory Point. Lane himself, they say, is at "Plymouth Head," Iowa, six or seven miles beyond Nebraska City, and doubtful when, if ever, he can safely enter the Territory. It is said that a piece of cannon was taken through, or by Colonel Johnston's camp, in a wagon the day before I joined him; Redpath said there were four small pieces at Tabor. So much for their own confessions, as reported by a spy.

Two men afoot that I met just here, said that they left Tabor last Thursday; that there were about one hundred and fifty there, and saw one piece of artillery.

There are seventeen of these men at a house on the road, about two miles back, but without Sharpe's rifles or regular armament; they say they are settlers, and are going to build a town here called "Plymouth." They have no families, present at least; and near by there is a small mud redoubt, built, perhaps, some time; but very recent work has been done towards erecting a block-house at it of very stout hewn logs, and they say they are to be built every fifteen miles down to the Kansas.

I shall put the company of infantry and the dismounted dragoons *en route* to-day for Lecompton, and shall march to-morrow with the second dragoons, leaving Lieutenant Colonel Johnston with three squadrons first cavalry and the company of light artillery. They will remain until further orders. * * * * *

Colonel Johnston can execute such orders as may be thought proper to send him with regard to this fort.

A party sent eight miles to the west yesterday report no other roads or trails leading to the south.

With much respect, your obedient servant,

P. ST. GEORGE COOKE,

Lieutenant Colonel Second Dragoons, Commanding.

Major F. J. PORTER,

Assistant Adjutant General, Department of the West,

Fort Leavenworth, Kansas Territory.

[No. 17.] HEADQUARTERS, CAMP NEAR NEBRASKA FRONTIER, K. T.,
October 8, 1856.

MAJOR: As indicated in my last despatch, company K, 6th infantry, and the dismounted dragoons, marched yesterday morning; the latter have been directed to proceed to Topeka, and remain until further orders.

No parties coming in were within ten miles of my camp yesterday.

From observation and information, I consider Lieutenant Colonel Johnston's command, of his six largest companies 1st cavalry and the battery, quite equal to the duties required for that station, and in this the lieutenant colonel agreed with me.

In my most recent interview with the governor, I understood him as needing what troops could be spared from the north; he wished some stationed at Topeka; he was anxious for the Ossawatimie district; and thence to Council Grove, where recent outrages and robberies had been committed; and he habitually expressed apprehension of an attempted rescue at Lecompton; my last letter indicated some confirmation of this. Under these circumstances, I left Colonel Johnston with his command, this morning, (a copy of his instructions enclosed,) and marched with the squadron of 2d dragoons. At the house mentioned in my last, near the fort, and which I found itself fortified and flanked by rifle-pits, I stopped to assist a deputy marshal to make search for cannon, arms, &c. I found and brought away thirteen muskets, with bayonets, four kegs of powder, and a box of lead; the men were working on the block-house in the redoubt.

I then met, on my march, a sergeant-major with your communications of the 5th instant and several orders. At the first suitable spot I have encamped for the day.

An opportunity occurring at the moment, I wrote to Governor Geary informing him that I should probably not return until further orders, or requisition, for I hesitated, but have concluded that your communication is imperative to remain.

Lieutenant Colonel Johnston, to whom I showed my letter of the 7th, misunderstood, as implying censure, my report of information, communicated by a spy, as to a piece of cannon passing his camp concealed; it served to illustrate my apprehension, expressed on the 3d, that almost any party, by management, division, and concealment, "would be able to pass my ordeal," as hitherto my instructions have related to armed "bodies of men," "combined," &c., (in the governor's proclamation, and his requisition of the 28th September.)

Fifteen men passed my camp to the north this morning.

I have the honor to be, very respectfully, your obedient servant,

P. ST. G. COOKE,

Lt. Col. 2d Dragoons, Commanding Forces.

Major F. J. PORTER,

A. A. Gen., Dept. of the West, Fort Leavenworth, K. T.

HEADQUARTERS, CAMP NEAR NEBRASKA FRONTIER, K. T.
October 7, 1856.

SIR: You will remain in this vicinity until further orders, in command of the three squadrons of 1st cavalry present, and light company "G," 4th artillery.

It will be your duty to repel invasion of the Territory here, or elsewhere, by the north, within your reach—carrying out the orders or instructions received, copies of which are herewith furnished, to wit:

1st. Proclamation of the governor of the Territory of September 11, 1856.

2d. Department special order, No. 134, of September 22, 1856.

3d. The requisition of the governor of the Territory for my march to this point, dated September 28, 1856.

Very respectfully, your obedient servant,

P. ST. G. COOKE,
Lieut. Col. 2d Dragoons.

Lieut. Col. J. E. JOHNSTON,
1st Cavalry—Present.

A true copy:

P. ST. G. COOKE,
Lieut. Col. 2d Dragoons.

[No. 18.] HEADQUARTERS, CAMP NEAR NEMAHA RIVER, K. T.,
October 10, 1856.

MAJOR: I received last night your letter of the 8th instant, &c.

I ascertained yesterday that a large party were at Archer, a town twelve miles north. My camp was very near the "fort" and fortified house. I brought Lieut. Colonel Johnston early this morning with his command, which was three miles north, and the camp of my combined force covered the road. Between 9 and 10 o'clock, the party, with twenty wagons, approached, and were halted by the guard; the troops were all disposed ready for service, 1st cavalry near the road, dismounted. I rode to meet the mounted bodies of the party, Colonel Eldridge, General Pomroy, and several others. Whilst I was questioning them, Colonel Preston, United States deputy marshal, who had come up, produced the governor's proclamation, (of September 10,) and told them it was his duty to search the wagons for arms and munitions of war. There were about five women of marriageable age; and the men in wagons and walking, 240 in number, as reported to me by Colonel Eldridge, a few of them only with arms in their hands. There was at first much temper shown at the search, and some show of a disposition to resist. I forbade trunks or any ordinary packages to be opened. There was *none* of the ordinary baggage of emigrants; not a chair or other furniture; but one tool chest; no agricultural implements. There were, however, boxed, many new saddles, and about 242 percussion muskets, Hall's muskets, and Sharpe's carbines; 2 offi-

cers' and 61 common sabres ; about 50 Colt's revolvers, *boxed* ; 4 boxes ball cartridges, &c., &c.

The deputy marshal said he recognized a number of former Lane's men and leaders.

At the request of the deputy marshal for my opinion, I gave him the enclosed, that they were a combined body, furnished completely with arms and munitions of war. I requested a categorical answer from Lieut. Colonel Johnston, Major Sedgwick, and Brevet Major Sibley—their opinions if they were “a combined armed party?” The two latter answered *yes* ; and Colonel J., “armed, don't know if combined.”

Colonel Preston, deputy marshal, wished to give the party escort towards their destination, they going voluntarily to meet the governor, expecting to get the assent and promise of their leaders to conform. I assented ; Colonel Eldridge wished it, but, consulting with his people, could or would give no definite answer ; when the deputy marshal arrested them all.

It was late, and had been raining for two hours ; so near 2 o'clock I sent them with a guard into camp, near mine.

I shall send Brevet Major Sibley, 2d dragoons, with his squadron, to conduct them to the governor, at Lecompton, taking along their arms, agreeably to the requisition on me of September 28.

Before he arrested them, the deputy marshal gave me the enclosed requisition for assistance.

I found the deputy marshal and some others very much staggered by the governor's letter as to Eldridge's party, of September 30, which was produced. I considered it, as I have reported, as not bearing on the merits of the question.

The leaders of this party reported to me that from 60 to 75 others were coming several days behind with ox teams.

The officer of the day reports the number of the party 223.

* * * * *

With great respect, your obedient servant,

P. ST. G. COOKE,
Lieut. Colonel 2d Dragoons.

Major F. J. PORTER,

*Assistant Adjutant General, Department of the West,
Fort Leavenworth.*

PLYMOUTH, KANSAS TERRITORY,
October 10, 1856.

SIR: I wish your assistance, as the officer in command of the United States troops stationed on the northern frontier of the Territory, to assist in taking the arms from a large body of men entering the Territory under the command of Colonel Eldridge and others ; and furthermore, to see that in conducting said party before Governor Geary, that I am unmolested, and that they are safely conducted before him.

Your obedient servant,

WM. J. PRESTON,
Deputy U. S. Marshal.

HEADQUARTERS, CAMP ON PONY CREEK, K. T.,
October 10, 1856.

SIR: I give you my opinion that this party of two hundred and forty men, more or less, under Colonel Eldridge, "General Pomroy," &c., is a combined party or body, furnished completely with arms and munitions of war.

Very respectfully, your obedient servant,

P. ST. G. COOKE,
Lieut. Colonel 2d Dragoons.

Col. W. J. PRESTON,
Deputy Marshal—Present.

HEADQUARTERS, DEPARTMENT OF THE WEST,
Fort Leavenworth, November 11, 1856.

COLONEL: Since my last communication nothing of importance has happened in the department. After the success of the measures taken some weeks since to prevent the gross outrages on the law then threatened, and to suppress the disorders then existing in this Territory, order and tranquillity have gradually resumed their legitimate sway, the laws have again been put in operation, and the administration of justice revived. Deserted farms are again occupied, fences rebuilt, fields put under cultivation, and the ruins of houses destroyed by fire replaced by more durable habitations; the roads are covered with travellers unarmed and secure, and the towns thronged with persons selling their produce and purchasing from the stores. All these evidences of restored order have enabled me, with the concurrence of the governor of the Territory, to recall the troops from the active duty on which they have been employed, and to establish them again at their proper posts where they are to pass the winter. As there are no secure prisons yet built for the territorial authorities to use in the administration of justice, at his request there will remain at the disposition of the governor a few men to guard prisoners in the custody of the law, and for other such contingencies.

I am happy, then, to be enabled to announce to the War Department, and through it to the President, the entire success of the measures they directed to be taken for the suppression of insurrection and removal of obstruction to the regular administration of justice, and that this end has been attained without the shedding of blood or the exertion of any force beyond the ordinary arrest of persons accused of crimes. The troops in the field have been under the immediate command of Lieutenant Colonel Philip St. G. Cooke, second dragoons; the sound judgment he has displayed, and his promptness, energy, and good management have had a large share in producing the happy state of affairs at present existing, for there were moments when the want of either of these qualities might have led to the most fatal and extended disasters. And the officers and men of the second dragoons, under Brevet Major H. H. Sibly; first cavalry, under Lieutenant

Colonel Joseph E. Johnston and Major John Sedgwick; and of the battalion of the sixth infantry, under Lieutenant Colonel George Andrews commanding that regiment; all partake of the credit attached to their good conduct and labors in the duty just concluded.

The winter has commenced with severity, much earlier than usual, and it is now too late to send the companies of the sixth infantry to the posts further west, their original destination; from necessity they must be crowded into the quarters at Fort Leavenworth, the great reduction in the number of men in the first cavalry will render this possible now, which it would not be if the latter regiment were full.

Being no longer occupied with the affairs in this Territory which have caused so much uneasiness, undivided attention can be paid to preparations for punishing the Cheyenne Indians. In pursuing them in the spring, the great want will be forage and transportation for supplies; pasturing animals in rapid movements is impossible, nor can horses perform a regular day's work on grass; in short daily journeys grass is sufficient, for there is time to pasture and very little labor to undergo; additional appropriations will therefore be necessary to provide for the expedition, which must be chiefly of mounted men, and ought to be ready by the middle of April. The details of the force and the direction of the operations cannot now be determined, but a general appropriation of an additional sum, much less, however, than that given to the Sioux expedition, will be advisable.

I will again repeat, that I consider tranquillity and order entirely restored in Kansas, I foresee nothing in the shape of disorder that the ordinary means in the hands of the civil authority, directed by as able and energetic hands as those of the present governor, are not amply sufficient to control; and the whole time and efforts of the troops here can henceforward be devoted to the protection of the frontier.

With the highest respect, your obedient servant.

PERSIFOR F. SMITH,

Bvt. Maj. Gen'l., Commanding Department.

Col. SAMUEL COOPER,

Adjutant General of the army.

EXECUTIVE DEPARTMENT,

Lecompton, Kansas Territory, November 11, 1856.

SIR: Peace prevails throughout the Territory at this time; and, as the season of the year is now so far advanced into autumn as to make it extremely uncomfortable for the encampment of troops and the picketing of horses, I have the honor to inform you that I can, at present, dispense with all the troops which you have been pleased to place at my disposal for maintaining the peace of the Territory, with the exception of a squadron of dragoons and one company of United States infantry, to be left at Lecompton subject to my orders.

I cannot forbear, on this occasion, to thank you most cordially for the very efficient aid you have rendered me during the late disturb-

ances, and for the truly magnanimous conduct of all the officers and soldiers placed by you at my disposal, the services of whom, I trust, will never again be required under similar circumstances.

With high respect, your friend and obedient servant,

JNO. W. GEARY,
Governor of Kansas Territory.

Major General P. F. SMITH,
Commanding Department of the West.

True copy.

GEO. DEAS,
Assistant Adjutant General, Department of the West.

ORDERS, No. 14.]

HEADQUARTERS DEPARTMENT OF THE WEST,
Fort Leavenworth, K. T., November 12, 1856.

The governor of Kansas has announced to the general commanding the department that peace prevails throughout the Territory at the present time, and that the services of the troops for the maintenance of order can, in a measure, be dispensed with. In consideration, therefore, of this announcement, and in view, also, of the approach of winter, the several commands now in the field will return to their respective permanent stations at once, but by easy marches, with the exception of two companies of the 1st regiment of cavalry and one company of the 6th regiment of infantry, to be designated by the senior field officer of each corps, under instructions of Lieutenant Colonel *P. St. Georje Cooke*, 2d dragoons, commanding the troops in the field, and to be by him reported to Governor *Geary*. Each company will constitute a distinct and separate command, to be held subject to such orders or requisitions as they may, from time to time, receive from the executive of the Territory.

By order of Brevet Major General Smith.

GEO. DEAS,
Assistant Adjutant General.

No. 4.

REPORTS FROM THE DEPARTMENT OF THE PACIFIC.

- June 17, 1856.—From General John E. Wool; enclosing—
 Letter from Captain D. R. Jones to Lieutenant Colonel R. C. Buchanan, June 16, 1856.
 Letter from Lieutenant C. H. Rundell to Lieutenant F. H. Bates.
 Letter from Colonel G. Wright to Captain D. R. Jones, May 30, 1856.
- July 1, 1856.—From General John E. Wool; enclosing—
 A. Letter from Lieutenant Colonel R. C. Buchanan to Captain D. R. Jones, June 24, 1856.
 B. Letter from Colonel Silas Casey to General J. E. Wool, June 2, 1856.
 C. Letter from Colonel Silas Casey to Captain D. R. Jones, June 6, 1856.
 D. Letter from Colonel Silas Casey to Captain D. R. Jones, June 20, 1856.
 E. Letter from Colonel G. Wright to Captain D. R. Jones, June 11, 1856.
 F. Letter from Colonel G. Wright to Captain D. R. Jones, June 20, 1856.
 G. Letter from Captain E. D. Townsend to Colonel G. Wright, January 19, 1856.
 Special orders No. 6, January 19, 1856.
- July 4, 1856.—From General John E. Wool; enclosing—
 Letter from Major W. W. Mackall to Colonel G. Wright, July 3, 1856.
- July 19, 1856.—From Major W. W. Mackall.
- August 14, 1856.—From General J. E. Wool; enclosing—
 No. 1. Letter from Major W. W. Mackall to Colonel G. Wright, August 2, 1856.
 No. 2. Letter from Major W. W. Mackall to Colonel S. Casey, August 2, 1856.
 Letter from Colonel S. Casey to Major W. W. Mackall, July 21, 1856.
 Letter from Governor I. I. Stevens to Colonel S. Casey.
 Letter from Colonel S. Casey to Governor I. I. Stevens, July 18, 1856.
 No. 3. Letter from Tandler & Co. to General J. E. Wool, July 29, 1856.
 Letter from Major O. Cross to Tandler & Co., July 30, 1856.
 No. 4. Letter from Colonel S. Casey to Major W. W. Mackall, July 11, 1856.
 No. 16. Letter from Colonel G. Wright to Captain D. R. Jones, July 7, 1856.

- No. 17. Letter from Colonel G. Wright to Captain D. R. Jones, July 9, 1856.
- No. 18. Letter from Colonel G. Wright to Major W. W. Mackall, July 18, 1856.
- No. 19. Letter from Colonel G. Wright to Major W. W. Mackall, July 18, 1856.
- August 19, 1856.—From General J. E. Wool; enclosing—
Report from Captain H. M. Judah of an engagement with Medoc and Des Chutes Indians, August 7, 1856.
- September 19, 1856.—From General J. E. Wool; enclosing—
Letter from Colonel G. Wright to Major W. W. Mackall, September 8, 1856.
- September 3, 1856.—From General J. E. Wool; enclosing—
No. 20. Letter from Colonel G. Wright to Major W. W. Mackall, July 25, 1856.
- No. 21. Letter from Colonel G. Wright to Major W. W. Mackall, July 27, 1856.
- No. 22. Letter from Colonel G. Wright to Major W. W. Mackall, August 3, 1856.
Letter from Colonel G. Wright to Major W. W. Mackall, August 17, 1856.
Letter from Colonel G. Wright to Major W. W. Mackall, August 24, 1856.
Letter from Colonel G. Wright to Major W. W. Mackall, August 24, 1856.
Letter from Major W. W. Mackall to Colonel G. Wright, September 1, 1856.
- October 4, 1856.—From General J. E. Wool; enclosing—
Letter from Colonel G. Wright to Major W. W. Mackall, September 20, 1856.
- October 19, 1856.—From General J. E. Wool; enclosing—
Letter from Colonel G. Wright to Major W. W. Mackall, October 2, 1856.
Letter from Colonel E. J. Steptoe to Colonel G. Wright, September 18, 1856.
Letter from Colonel E. J. Steptoe to Colonel G. Wright, September 20, 1856.
Letter from Colonel E. J. Steptoe to Colonel G. Wright, September 26, 1856.
Letter from Governor I. I. Stevens to Colonel E. J. Steptoe.
Letter from Governor I. I. Stevens to Colonel E. J. Steptoe.
Letter from Major W. W. Mackall to Colonel G. Wright, October 19, 1856.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, June 17, 1856.

COLONEL: For the information of the Lieutenant General of the Army and the War Department, I have received a report in detail, dated the 22d May, from Lieutenant Colonel R. C. Buchanan, in command of the troops in southern Oregon, of his operations against the Indians in Rogue River valley. It would appear from the conferences which he had with the several tribes in Rogue River valley, that he became impressed with the belief that all would surrender at discretion, excepting the band of the chief Old John, including the Klamaths, numbering 26 or 29 warriors.

The chief, Old John, is very hostile and appears determined to hold out to the last. He says the whites are determined to kill him and his band, and he may as well die fighting as in any other way.

Captain Smith with his company of dragoons, 90 strong, under the impression that several of the tribes were prepared to surrender, was ordered by Colonel Buchanan to the Big Bend on Rogue river to receive and escort them to Fort Lane. Soon after his arrival he was attacked by a considerable force of Indians, which was continued from the morning of the 27th to the afternoon of the 28th, when he was relieved by the timely arrival of Captain Augur, 4th infantry, with his company, and the Indians were repulsed. Captain Smith lost 11 killed and 18 wounded. The number of Indians killed was not ascertained. On the 4th and 5th of June Brevet Major Reynolds and Captain Augur had two skirmishes with the Indians, when twenty of the latter were killed and several taken prisoners, with four canoes, rifles and ammunition. These facts, however, have not been communicated officially, but from private letters from officers.

On the 29th May, Captain Ord with his company had a brush with the Indians, when five warriors were killed on Pistol river, near Chetioe, some provisions taken, with four horses, a quantity of fish, potatoes, and other food, besides some ammunition.

On the 5th June Lieutenant Colonel Buchanan wrote to Lieutenant Colonel Coffee, paymaster, that "he had with him more than two hundred Indians, more than sixty-five capable of bearing arms, and expected to treble that number from below." He further remarked that "he expected 28 men, and a proportionate number of women, the next day, which would include the whole of the upper Indians, excepting the band of Old John and the Klamaths, numbering 26 warriors." (See letter addressed herewith to the colonel, relating to the hanging of an Indian, marked No. 1.)

Colonel Wright was on the 30th May still on the right bank of Nahchess river, not being able to cross on account of high water.— (See his letter, No. 2, herewith forwarded.)

Lieutenant Colonel Casey considers the war in Puget Sound nearly closed. Major Garnett, with two companies of the 9th infantry, has joined Colonel Wright. I trust by the next steamer, the 5th July, to be able to report the war nearly or quite at an end in Oregon and Washington Territories.

I herewith forward a letter relating to the condition of the Indians

on Klamath river from Second Lieutenant C. H. Rundell, 4th infantry, dated June, 1856. This communication, No. 3, like many others transmitted, shows how little attention is paid by Indian agents to the condition and wants of the Indians in northern California. If one-half of the money appropriated for the Indians in California were properly and judiciously expended, it appears to me we should have no trouble with them.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieutenant Colonel L. THOMAS,
Assistant Adjutant General,
Headquarters of the Army, New York City.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, June 16, 1856.

COLONEL: I have the honor to acknowledge the receipt of your letter of the 17th ultimo, with enclosures, in regard to the hanging of an Indian at Fort Orford, &c., and the following is the general's endorsement thereon: "The proceedings in the case referred to in trying and hanging an Indian by citizens in a summary manner, sanctioned by the sub-Indian Agent Olney, is disapproved; and hereafter no officer commanding a post, or otherwise, will permit either the sub-Indian agent or citizens in so gross a manner to violate law. Each and all ought to be punished. The sub-Indian agent ought to have been arrested and confined for permitting or sanctioning so great an outrage."

I am, sir, very respectfully, your obedient servant,

D. R. JONES,
Assistant Adjutant General.

Lieutenant Colonel R. C. BUCHANAN, 4th Infantry,
Commanding District Southern Oregon and Northern California.

[Copy sent to the commanding officer, Fort Orford.]

CAMP AT CAP-ELL,
Klamath, California, June, 1856.

SIR: I have the honor to report everything quiet as yet in this section of the country. Since I have been here, I have been under the necessity of employing an interpreter to enable me to converse with and make myself understood by the numerous Indians who are continually visiting the camp. Through him, and by other means, I have endeavored to ascertain their wishes and feelings. This "point," at the head of what is called the "reservation," is about thirty-five miles from the mouth of the river. There are between here and the mouth

about two thousand Indians, men, women, and children. They can raise about six hundred good fighting men, armed with bows and arrows; as far as can be learned, there are not more than three or four guns among them. From here to the mouth of Salmon river, about forty miles, (including Hoopa valley, eight miles from the mouth of Trinity river, which is ten miles from here,) there are about fifteen hundred Indians in all. They can turn out full five hundred fighting men, with about one hundred guns in fighting order. The Indians in Hoopa valley nearly all have guns, and they know well how to use them. Since this has been called a reserve, there has not been, to my certain knowledge, a solitary Indian moved on to it from the country above here. A party of nearly one hundred from the mouth of the Salmon river came as far as Weitch-peck (ten miles above here) about a year ago, but finding no provisions, houses, or any preparations made to receive them, returned discontented to their homes. The Indians on this river are dissatisfied; they say that lies have been told them; that they have been told that this "reserve" had been chosen for them to live on; that if they came here they would be protected from the whites; that they would be given fisheries on the river to fish in, helped to build new houses, and that they would be fed until they could get well settled; but that no such thing had been done, that no preparations have been made, and that they (those who live above) will not leave their fisheries and ranches to come down here to freeze and starve; that they own no land on this portion of the river, and that if they fish at the fisheries of other Indians they will be killed. All the cultivation that has been done on the "reservation," that I am aware of, is a small piece of land at Wak-ell, near the mouth of the river, and the produce of which might support about twenty persons. The mule trail to the Klamath and Salmon mines crosses the river about six miles above here and follows the river up. The Indians live on or near it, and are continually exposed to the brutal assault of drunken and lawless white men; their squaws are forced, and, if resented, the Indians are beaten and often shot. So great is their dread, that upon the approach of whites the young squaws immediately run to the mountains to hide, and remain until the whites have left. A great many cases of ill-treatment might be mentioned, and they are so common here as scarcely to excite comment. I am satisfied that nothing but a want of combination among Indians above here prevents an outbreak; and that the death of a white man by an Indian, which would be immediately followed by the killing of some Indians, would create a war from which it would be almost impossible to prevent the Indians on the "reservation" from joining, which would result in a large loss of life and property, and cost a large amount of money to quell. The country about here is of the most mountainous character, and to pursue and fight Indians in it would be a task of no ordinary difficulty; whilst the Indians, by their superior knowledge of the country and quickness of movement, would waylay every trail, and materially injure, if not totally destroy, the business of a large section of northern California. The only course which I see to prevent such a result, is to make the necessary preparations and move the Indians on the reservation, which could have been done easily last summer,

and may yet be done without great trouble, unless from the Indians of Hoopa valley.

I am, sir, very respectfully, your obedient servant,

C. H. RUNDELL,

2d Lieutenant 4th Infantry, Commanding Detachment.

Lieutenant F. H. BATES, *4th Infantry,*

Commanding Fort Humboldt, California.

HEADQUARTERS, NORTHERN DISTRICT,

Department of the Pacific, Camp on the Na-chess river,

Washington Territory, May 30, 1856.

SIR: Since my last communication, which I addressed to you on the 18th instant, nothing has occurred to change the position I then occupied in relation to the Indians. The river is now, and has been at all times, impassable. The Indians cross over by swimming their animals, and by this means I collect what news I can as to their movements and designs.

The salmon have not commenced running in any numbers, and hence the Indians are compelled to go to the mountains to seek subsistence. It is reported that Kamiakin has gone over to see some of the Nez Percés chiefs who were engaged with him in getting up this war, and is expected back in three days from this time. I believe that most of these chiefs desire peace, but some of them hold back in fear of the demands that may be made upon them for their murders and thefts.

They seem to think, and say, that they had strong and good reasons for the murders they have committed, both of the miners and Indian agent; the outrages of the former and the injudicious and intemperate threats of the latter, if true, as they say, I doubt not, maddened the Indians to murder them.

Colonel Steptoe joined me yesterday with four companies; his pack-train returns immediately to Fort Dalles to bring up supplies, escorted by Captain Patterson of the ninth infantry, with his company.

Exclusive of detachments with pack-trains, I have about five hundred men with me, and as soon as I can cross the river I shall advance to the We-nass and the fisheries; and if I do not bring the Indians to terms, either by a battle or a desire for peace on their part, I shall endeavor to harass them so much that they will find it impossible to live in the country.

I am now throwing up a field-work of earth and gabions of dimensions sufficient to contain a company or two and all our stores. This depot will enable me to move unencumbered with a large pack-train.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel Ninth Infantry, Commanding.

Captain D. R. JONES, *Assistant Adjutant General,*

Headquarters, Department of the Pacific, Benicia, California.

Official.

D. R. JONES,

Assistant Adjutant General.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, July 1, 1856.

COLONEL: For the information of the Lieutenant General commanding the Army, and the War Department, I would report that the steamer Columbia is in from Oregon, which brought me the pleasing intelligence that the Indian war in Oregon and Puget Sound "is finished."

Lieutenant Colonel R. C. Buchanan, of the 4th infantry, commanding in southern Oregon, where the war existed, and nowhere else in Oregon, informed me on the 24th instant, that all the Indians, excepting a very few who would come in as soon as the volunteers had left in Rogue River valley, had surrendered and were, or would be, on their way to the coast reservation, where they would be protected from the whites. There are but three passes leading from the interior through the mountains to this reservation; these will be guarded by regular troops, commanded by intelligent, experienced, and humane officers.—(See Lieutenant Colonel Buchanan's letter, herewith transmitted, marked A, dated 24th June.)

The colonel sent me a verbal report by Captain Clary, that Governor Curry's troops left their mark near Fort Orford before their departure, by alarming very much the citizens and destroying several houses by fire.

Lieutenant Colonel Silas Casey, 9th infantry, commanding in Puget Sound, reports that the war in that district is "certainly finished." He, however, says that it may be renewed by reinforcements from the Yakima country, which I do not the least apprehend, and by "the outrages committed" by citizens and Governor Stevens' troops "on the person of friendly Indians, from revenge or mere wantonness." "There is no necessity," he says, "for the independent (territorial) military organization in this district." Such a necessity has never existed either in Puget Sound or in any other part of Oregon and Washington Territories. And if there had been the same desire to do justice to the Indians and to maintain peace by the two governors, as well as other persons holding prominent stations under the United States, as there was to make war and plunder the Indians of their lands, horses, and cattle, we should have been relieved of all trouble, and the United States of a very large expenditure of money.—(See Lieutenant Colonel Casey's letters, marked B, dated the 2d June; C, dated the 6th; and D, dated the 20th, herewith forwarded.)

Colonel George Wright, of the 9th infantry, with eleven companies, well appointed and well prepared, is in the Yakima country. He says, in a communication of the 8th of June, "I have a force sufficient to crush these Indians at once, if I can only bring them to battle. I shall pursue them, and they must fight or leave the country." In subsequent communications, dated the 11th and 20th June, herewith transmitted, marked E and F, he reports that he has had several interviews with a number of the chiefs, who appear to be anxious for peace. In his letter of the 20th he remarks that, "I believe the Indians desire peace, and I must find out *what outside influence is operating to keep them from coming in.*" It is reported to me that Governor

Stevens had ordered two hundred volunteers to the Yakima country, and that they arrived in the vicinity of Colonel Wright's camp on the Na-chess river about the 17th June. Ift his should be true, I should consider it extremely unfortunate, for they are not wanted in that region ; certainly not, as there is not a settler or a white man in the Yakima country to protect or defend. Colonel Wright requires no volunteers to bring the Indians to terms, and he has so informed Governor Stevens. The latter, however, as I believe, is determined, if possible, to prevent the regulars from terminating the war. Nevertheless, I think it will be accomplished very soon, however much he may oppose it.

It will be perceived that thus far my "plans" for prosecuting and bringing to a speedy termination the Indian wars in Oregon and Washington have been completely successful, notwithstanding the assertions of General Lane, Governor Curry, and the unfortunate Governor Stevens, that I was wholly unqualified to conduct a war against Indians. As evidence of the fact, with other false and exaggerated reports, they referred again and again to the massacres at the Cascades and at the mouth of Rogue river ; all of which was necessary in order to divert public attention from the determination of the two war governors to plunder the treasury of the United States, under the pretence of enriching the people of the Territories, and to promote their own ambitious schemes and that of pecuniary speculators.

The reference to the massacres at the Cascades by these would-be military chieftains will turn out no less unfortunate for them, when all the facts are made known ; then I think it will be discovered that they were the cause of that disaster, which came near producing what they most desired, a long war.

By the enclosed Order No. 6, and my instructions dated the 19th January, 1856, marked G, it will be seen that I marked out for Colonel Wright two points as the base of operations, as soon as they could be commenced, against the Indians east of the Cascade range of mountains. These were followed by detailed instructions, dated the 29th January, a copy of which was sent to the headquarters of the army, with sketches and a memoir of the country, embracing distances, by Captain T. J. Cram, of the topographical engineers. At this time I had not seen Colonel Wright ; we happened to pass each other on the Pacific, he going to Vancouver and myself to San Francisco.

Not long after the colonel arrived at Vancouver, Governors Curry and Stevens *condescended* to call on him ; when, after representing my conduct in harsh and severe terms, they strenuously urged the colonel to disregard my instructions, and to adopt Stevens' magnificent plan of campaign, by way of the Walla-Walla country. The colonel declined, after much urging, to comply with their wishes. It would seem, however, that they had imbued the colonel so far with their plan of campaign as to induce him, without my knowledge, or communicating his intentions, to disregard my instructions ; and instead of sending two columns, one to the Walla-Walla country and the other to the Seelah fisheries, with an intermediate post between the Dalles and fisheries, he concentrated all his disposable forces, nine

companies, on the south side of the Columbia, and commenced his march for Walla-Walla the 26th March; but fortunately proceeded only five miles and halted, leaving the Yakima country and his rear open to the enterprises of the Yakimas, at the same time stationing but nine men in a block-house to guard the portage of the Cascades, over which all his supplies had to pass. The Yakimas became apprized of the colonel's intended movement, and prepared a descent on the Cascades, it being a great salmon fishery. About 100 Indians made the attack on the same day he commenced his march for Walla-Walla. Fortunately he received the news in time to return and chastise the Indians before their expected reinforcements reached them, when he killed two warriors and hung ten prisoners. If the colonel had left, as he intended, four days earlier, the consequences might have been disastrous in the extreme. This is the only error that has been committed, and this, I cannot doubt, was adopted at the instance of Governors Curry and Stevens, in disregard of my plain and unequivocal instructions.

The causes of the massacre at the mouth of Rogue river I mentioned in a former report, and therefore it is unnecessary at this time to refer to them. I will simply remark, that the death of the sub-Indian Agent Wright, who was represented by General Lane, in debate in the House of Representatives, as being very friendly to the Indians, was caused by an old grudge against him for attempting, before he was appointed agent, to poison a whole band of Indians.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieutenant Colonel L. THOMAS,
*Asst. Adjt. Gen., Headquarters of the Army,
New York City.*

—
[Endorsement.]

Indian affairs.—Important.—Respectfully submitted, with full concurrence in the views of General Wool.

WINFIELD SCOTT.

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A.

HEADQUARTERS, FORT ORFORD, O. T.,
District S. Oregon and N. California, June 24, 1856.

SIR: I have the honor to report that General Palmer, superintendent of Indian affairs, left here on the 21st, in the steamer Columbia, with the Port Orford and other friendly Indians, who have been on the reserve at this post for some months past, and all of the lower Rogue River Indians, who came in with me, except 18, escorted by Captain Augur's company "G," 4th infantry, for the coast reserva-

tion. They go by the way of Portland and Dayton, O. T., to that portion of the reservation allotted to them by the superintendent.

On the previous day, one of Old John's sons, a nephew and three others, came in to say that Old John and his band desired to surrender, and wished permission to do so. I told them that they might do so, and they said that they would meet any command that I might send out for them at the place where I encamped the night before our arrival here. Captains Ord and Reynolds' companies arrived here yesterday with 242 Indians who had come in to him at the mouth of Rogue river. Some of these Indians came up in canoes by sea, and the others by land. To-day I have sent back the same command to meet Old John, as this is the day on which he promised to be at the rendezvous. When these people get in there will only remain the *Chetcoes*, who have been driven into the mountains by the volunteers, and who will come in as soon as these gentlemen go away, which will probably be within a few days, as I understand that Gov. Curry has ordered them to be disbanded at once.

Agreeably to the instructions of General Wool, received by the steamer on the 21st instant, the following is the assignment of troops for the posts required near the coast reservation: Captain Smith, 1st dragoons, and Captain Floyd Jones, 4th infantry, with their companies, will garrison the upper post; Captain Augur, the middle; and Major Reynolds, 3d artillery, the lower, about the mouth of the Sinselaw. I have directed Captain Augur, on his arrival at the post now occupied by Lieutenant Sheridan, to leave his company there temporarily, and proceed to select his own post, which he will have done by the time that Captain Floyd Jones will reach his destination. The Indians remaining to be sent to the reservation will be divided as nearly as convenient into two parties: *one*, consisting of George and Lumpy's people and some others, will be escorted by Captain Floyd Jones and the detachment of company E, 4th infantry, under Lieut. Chandler; and *the other* by Captain Ord and Major Reynolds' companies. Captain Smith, with Lieutenant Sweitzer and Assistant Surgeon Crane, will proceed with part of his company to Fort Lane, for the purpose of getting his horses and settling their property affairs, and thence to his new post, which it is expected he will reach nearly as soon as Captain Floyd Jones. The detachment of "D" and "E" companies, 4th infantry, will then rejoin their proper posts, and the detachment of "F," 4th infantry, under Lieutenant Garber, at Crescent City, will join that company *via* Vancouver.

With regard to the posts of Forts Orford, Lane, and Jones, if the Rogue river war be considered by the General as closed, I do not see any necessity for the *two former*, and would respectfully recommend that they be broken up. The next Indian difficulties likely to break out between this and the Sacramento may be looked for in the vicinity of the Klamath; and *Fort Jones* is therefore, perhaps, in a very good position, and may be advantageously occupied. I shall consequently leave Major Wyse at that post, to be disposed of hereafter as the general may think fit.

Assistant Surgeon Milhau will accompany the detachment under Captain Ord, and will be left with Major Reynolds' company at the

Sinslaw until he can be relieved by some other medical officer. After all of the Indians shall have started there will be nothing further for me to do in *southern Oregon*, and I believe everything to be quiet in northern California. I suppose that the *district* will be broken up, when I shall be ready to receive such orders, in relation to my own movements, as the commanding general of the department may be pleased to issue. I should be happy to receive them by the return of the steamer.

I am, sir, very respectfully, your obedient servant,

ROBERT C. BUCHANAN,

Bvt. Lieut. Col., Maj. 4th Infantry, Comd'g District.

Captain D. R. JONES,

Asst. Adj't General, Department of the Pacific,

Benicia, California.

B.

HEADQUARTERS, PUGET SOUND DISTRICT,

Fort Steilacoom, W. T., June 2, 1856.

GENERAL: Since my communication of the 21st instant, which I had the honor to address to you, I have received from Major Garnett his report of a scout which I directed to be made in the Green and Cedar river region, enclosing the reports of the officers who commanded the different detachments. Both officers and men deserve commendation for the zeal and activity displayed. I have enclosed them to the headquarters of the department.

The squaw taken by Major Garnett, and sent to me, says there are but seven men, with a number of women and children, in that region. I have sent her out to, if possible, bring them in.

On the 31st ultimo, a messenger, whom I sent out with regulars to the Puyallup, returned with six hostiles, who are now at the reservation. They were found in a very destitute condition.

There are but few hostile Indians in this district at present, and the war is certainly finished. It may, however, be renewed at any time by reinforcements from the other side of the mountains. Another source, from the effects of which there may be a renewal of hostilities, is the outrages which are committed on the persons of friendly Indians from revenge or mere wantonness. There is no necessity for the independent military organization in this district.

Major Garnett, with companies "B" and "K," 9th infantry, left on the 28th ultimo for the purpose of joining Colonel Wright in the field by the way of the Cowlitz landing. I have sent an express to Fort Vancouver, requesting Colonel Morris to have a steamer sent to the mouth of the Cowlitz for the purpose of taking the companies to the Cascades, merely stopping at Vancouver a few hours to obtain some clothing.

Since taking the field on the 13th of February, I have sent to the reservation about three hundred Indians, including men, women, and children, besides those killed in battle and the prisoners now confined in the guard-houses. I have built five block-houses, and constructed

seven bridges, besides making more than twelve miles of road. We have scouted over a country full of obstacles, and in all our operations have not lost an animal by the enemy. This success must be, in a great measure, attributed to the zeal, energy, and faithful performance of duty on the part of the officers and men engaged.

Very respectfully, your obedient servant,

SILAS CASEY,

Lieut. Col. 9th Infantry, Com'g P. S. District.

Major General J. E. Wool,

Commanding Department of the Pacific, Benicia, Cal.

C.

HEADQUARTERS, PUGET SOUND DISTRICT,

Fort Steilacoom, W. T., June 6, 1856.

CAPTAIN: I have the honor to enclose, for the information of the commanding general, two communications from Dr. Tolmie, of the Puget Sound company, on the subject of the murder of a friendly Indian by a volunteer.

A few days since an old Indian was most wantonly shot by a volunteer in the town of Steilacoom. He had been employed by a white man to bring over a horse from one of the neighboring islands, and was just getting out of his canoe. The man was taken up by the civil authorities, and I confined him in the guard-house. Inasmuch as the Indian is in a fair way of recovery, the man was bailed out on the 4th instant.

Not long since, two Indians, while in chains, were shot down in Olympia; and a few days since, three friendly Sno-qual-mie Indians were most wantonly shot down near Seattle, it is supposed by a man named Collins. These several murders have caused great excitement among the Indians on the reservation.

I have exerted myself to quiet them, and have offered to the civil authorities the use of my guard-house for the confinement of any of these lawless desperadoes, who are constantly endangering the peace of this frontier, regardless of the liability of the Indians retaliating upon innocent persons.

The squaw whom I mentioned as having sent out from Seattle has returned. Eight men, six women, and a number of children were brought in by her means. They have gone to the reservation.

I expect to leave on the 9th in the steamer Hancock or Massachusetts for Bellingham bay, Fort Townsend, and the northern portion of the Sound. I shall be absent only a few days.

Very respectfully, your obedient servant,

SILAS CASEY,

Lieut. Col. 9th Infantry, Com'g P. S. District.

Captain D. R. Jones,

Ass't Adj't Gen'l, Headq'rs Dep't Pacific,

Benicia, California.

P. S. The recruits for the two companies of the 4th infantry at this post have not yet been sent over. I would like very much to have them, as my command has been lessened so of late.

S. C.

D.

HEADQUARTERS, PUGET SOUND DISTRICT,
Fort Steilacoom, W. T., June 20, 1856.

CAPTAIN: I have the honor to report, for the information of the general commanding the department, that nothing especial has transpired since my last communication. Eleven Indians, including men, women, and children, who have been hidden on the Puyallup, were brought in yesterday; I shall send them to the reservation.

Governor Stevens still retains a portion of his volunteers in service in this district. I signified to him, some time since, my readiness to occupy all those points now held by his men, and which I consider, in any way, necessary for the protection of the country within the region of recent hostilities. I do not consider the service of any volunteers as having been at all necessary for more than two months past.

On the 14th of March last, as will be seen by my communication of the 19th of that month, transmitted to department headquarters, I requested Governor Stevens to issue his proclamation calling out two companies of volunteers to be mustered into the service of the United States for four months, unless sooner discharged, and informing the governor at the same time, that I considered the volunteers asked for sufficient, with the regular troops, for all required purposes; my call was refused. Time has shown that my views were correct, and I should have disbanded them some time since. I do not know the exact amount of the forces which have been kept up in this district by Governor Stevens, but I believe it has amounted to several hundred men, with a due allowance of field and staff officers, &c. I have heard that the military liabilities already foot up to \$1,400,000.

The men who committed the atrocious murders of three friendly Sno-qual-mie Indians near Seattle are still at large, one of them a volunteer. The Indians were employed at the time by two white men to paddle them up the river in a canoe. While the men were absent on some business, the Indians, as I have been informed, were murdered while begging for mercy. A friendly Chehalis Indian was killed on the 14th instant at the Mound prairie by one of the volunteers.

I have enclosed a map of the seat of hostilities in this district so far as known at present.

I returned from Bellingham bay and the northern part of the Sound on the 14th instant.

A map of Washington Territory west of the Cascade range of mountains is now being prepared. When finished I will enclose it, and at the same time point out the situation for the permanent post,

which I consider necessary for the defence and security of this portion of the Territory.

Very respectfully, your obedient servant,

SILAS CASEY,

Lieut. Col. 9th Infantry, Com'g. P. S. District.

Capt. D. R. JONES,

Ass't Adj't Gen'l, Headq'rs Dep't Pacific,

Benicia, California.

E.

HEADQUARTERS, NORTHERN DISTRICT, DEP'T OF THE PACIFIC,
Camp on the Na-chess River, W. T., June 11, 1856.

SIR: On the 8th instant a party of Indians, numbering thirty-five men, with a chief at their head, paid a visit to my camp. These Indians are living high up in the mountains, on the branches of the Na-chess. They do not consider themselves under the authority of any of the great chiefs of the Yakima nation. They have not been engaged in hostilities, and evinced the most friendly disposition.

On the 9th instant a party of fifteen Indians, with their chief, from the neighborhood of the Priests' rapids, came to see me. The chief presented me a letter from Father Pandosy. It appears that these Indians at the commencement of the war were living at the Atah-num mission, and fled immediately to the north. The chief has numerous testimonials as to his firm attachment to the white people and his unwavering fidelity in our cause.

I also received deputations, headed by chiefs, from several other smaller bands, one of them living far to the north, near the British possessions. They all expressed the strongest desire to cultivate our friendship. They have had nothing to do with the war thus far, and do not wish to be involved in it should hostilities continue in the Yakima country. They doubtless foresee that in all probability their own country might become the theatre of operations. I have made perfectly satisfactory arrangements with all these Indians.

For several days no signs of Yakima Indians had been seen; every thing was quiet when, on the evening of the 8th, two men came to me from the chief Ow-hi, saying, that himself and other chiefs would come in on the next day. These men brought in two horses belonging to the volunteer express recently sent over from the Sound. The men remained with us, and on the evening of the 9th Ow-hi, Kamiakin, and Te-vi-as encamped on the opposite side of the river. The chiefs all of them sent the most friendly messages, declaring that they would fight no more, and that they were all of one mind for peace. I answered them, that if such was the case, they must come and see me. After a while Ow-hi and Te-vi-as came over, and we had a long talk about the war, its origin, &c. Ow-hi related the whole history of the Walla-Walla treaty, and concluded by saying that the war commenced from that moment; that the treaty was the cause of all the deaths by

fighting since that time. Ow-hi is a very intelligent man. He speaks with great energy, is well acquainted with his subject, and his words carry conviction of truth to his hearers. I spoke to these chiefs—asked them what they had to gain by war? and answered them by enumerating the disasters which must inevitably befall them: their warriors all killed or driven from their country, never to return; their women and children starving to death far to the north where the snow never melts; but if peace was restored they could live happily in their own country, where the rivers and ground afford ample food for their subsistence, &c. I was determined to assume towards these chiefs a tone of high authority and power. I said, if they all desired peace they must come to me and do all that I required of them; that I had a force sufficient to sweep them from the face of the earth, but that I pitied the poor Indian; that I was willing to spare them to make them happy, provided they would comply with all my demands, &c. I have never seen Indians apparently more delighted than these chiefs were. They expressed their highest satisfaction with everything I had said to them. We have fixed upon five days as the time to be allowed for the Indians all to assemble here, prepared to surrender everything which has been captured or stolen from the white people, and to comply with such other demands as I may then make.

With regard to *Kamiakin*, he did not come over, but remained during the conference on the opposite bank. He sent me the strongest assurances of friendship, and his determination to fight no more. This was confirmed both by Ow-hi and Te-i-as.

I am fully persuaded that all three of the chiefs are for peace, and I doubt not I shall soon settle everything satisfactorily. But I am in no hurry; they must be made to see and feel that they are completely in my power; that they are, as I told them, “children in my hands.”

I told the two chiefs to say to *Kamiakin* that if he wished to unite with them, and make a peace, he must come to me; if he did not do so, I should regard him as an enemy, and pursue him with my troops. I said to them that no Indian should be a chief in this country, without coming to my camp.

Skloom and *Show-a-wy*, the two other chiefs in this country, have crossed the Columbia, and gone to the Palouse country. They properly belong in that country. Their people have remained here, and are incorporated with Ow-hi's band.

I think everything bids fair for an early and satisfactory termination of this war. *Kamiakin* says but little, is proud, and very jealous of his rights. Heretofore he has always been friendly to the white people, but habitually distant and reserved in his intercourse with them. I must humble him, and make him feel that hereafter his position as chief can only be maintained by his faithful adherence to our cause.

Rumors had reached me, some days previous, that *Leschi*, with a band of *Nisqually* Indians was on this side of the mountains, and I was trying to communicate with him, when I found he had come in without any agency on my part. He came with Ow-hi and Te-i-as.

He says he came over with about twenty warriors, with their women and children. He is decidedly for peace. This man Leschi is connected with Ow-hi's people by marriage; and if peace is made, he is perfectly willing to go wherever I say—either to the Sound, or to remain with Ow-hi. I think he would prefer the latter, and perhaps that would be the best disposition that could be made of him.

After very great labor, the bridge over the Na-chess is this day completed. The river is broad, at one part twelve feet deep, and a velocity of eight or nine miles an hour. It is made on trestles, and *may* stand for a long time; but should the water rise very high, the floating logs would much endanger its safety.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Captain D. R. JONES, *A. A. G.*,

Headquarters Dept. of the Pacific, Benicia, Cal.

F.

HEADQUARTERS, NORTHERN DISTRICT, DEPT. OF THE PACIFIC,
Camp on the Yakima river, W. T., Kittitas Valley, June 20, 1856.

SIR: In my last communication (No. 11,) which I had the honor to address to department headquarters on the 11th instant, I reported the visit of the chiefs Ow-hi and Te-i-as and their promise to come in at the expiration of five days. I have no question as to their sincerity and strong desire for peace, and I am at a loss to know the reason of their failure; however, such is the fact. I have not seen any of those Indians since. The chief told me that they had sent a messenger over to the Sound, and they seemed very anxious to hear from there before they came in; but whether they did or not, they were to come in at the expiration of five days.

I now learn from Governor Stevens that Ow-hi and Te-i-as some three months since made overtures of peace and desired to pass over into the Sound district; that several messages have passed between them, and that the governor's last message invited them to meet him at a point west of the Cascades. After the last visit of the chiefs to my camp I did not relax my labors on the bridge across the Na-chess. The difficulties were greater than I anticipated; after bridging the main stream, a dense undergrowth of six hundred yards had to be cut through and five or six smaller bridges made. However, on the evening of the 17th the road was opened.

On the morning of the 18th I crossed the Na-chess with eight companies, (one dragoons, one artillery, two of the 4th infantry, and four of the 9th infantry,) 450 rank and file, and marched north over a broken country nine miles, and encamped on the We-nass. Yesterday morning I marched at sunrise, and still pursuing a northerly course, crossed two ranges of mountains over a very rocky and steep trail, where the mountain howitzer had to be dismounted and packed, and arrived in

this valley (17 miles) at 2 p. m. On our march I saw no Indians to-day. I have scouting parties out exploring the country. This is a very fine valley, some twenty miles in diameter, several branches of the Yakima flowing through it. It is almost entirely surrounded by high mountains, some of them now covered with snow.

I have made a personal examination of the Na-chess to its mouth, from thence up the Yakima to the fisheries, the military road and the We-nass river; and I now occupy with my troops all the great valley.

Major Garnett joined me on the 13th, with companies B and K, 9th infantry. I left Brevet Lieutenant Colonel Steptoe, with three companies of the 9th infantry and a mounted howitzer with artillerymen, to occupy "*Fort Na-chess*." This is an important point as a depot, and within easy marches of the great fisheries.

I do not despair of ultimately reducing these Indians to sue for peace. I believe they really desire it, and I must find out what outside influence is operating to keep them from coming in. I shall probably stay in this valley several days. This is an unknown region, and I have to feel my way; but when the campaign is over I hope to present a good sketch of the country.

My men are much in want of some articles of clothing, especially shoes, stockings and overalls; I pray that the quartermasters may be able to keep a supply on hand. Shoes, particularly those pegged, last but a few days, marching over sharp rocks.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Captain D. R. JONES, A. A. G.,

Headquarters Dept. of the Pacific, Benicia, Cal.

G.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
San Francisco, January 19, 1856.

SIR: Herewith you will receive special order No. 6 for your present guidance.

The general commanding expects to be at Fort Vancouver before the season for operations against the Indians commences, when he will communicate his plans and instructions more fully; meantime he wishes you to gather all the information possible about the country to be occupied in the spring, taking as a basis one military post somewhere near Walla-Walla, and one near the Seelah fisheries, to be the principal ones, and perhaps a smaller post somewhere between the Seelah fisheries and Fort Dalles—say at the Yakima mission, or on the Simcoe river. By the next mail the general will send you a map of the country and some reliable topographical information concerning the principal points, from which the fisheries and grazing grounds can be so guarded as to keep the Indians from them.

Acting Assistant Surgeon Hammond will be discharged on the arrival of Assistant Surgeon Suckley at Fort Dalles.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

Colonel GEO. WRIGHT,
9th Infantry.

P. S.—The commanding general desires me to add, that he has no authority to recognize any volunteers or to receive them into service. He trusts the number of regular troops in the department will be ample without them.

E. D. TOWNSEND,
Assistant Adjutant General.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
San Francisco, January 19, 1856.

[SPECIAL ORDERS No. 6.]

1. Colonel George Wright, 9th infantry, is assigned to the command of Fort Vancouver, where he will for the present make his headquarters. He will also exercise a supervisory control over Forts Dalles and Steilacoom, and the section of country on the Columbia river and Puget's Sound.

2. As soon as practicable after his arrival at Fort Vancouver, Colonel Wright will make a critical inspection of all the public supplies, including horses and mules at Forts Vancouver and Dalles. Should he discover that any supplies or animals are wanting for an efficient campaign in the Indian country east of the Cascade mountains, he will cause the proper staff officers to make requisitions for such supplies or animals, to be approved by himself, on the chiefs of staff at department headquarters—Major Cross, chief quartermaster, Major Lee, chief commissary, Lieut. Colonel Ripley, chief of ordnance, and Surgeon Byrne, medical director. He will also report fully upon all these points to the commanding general.

3. It having been reported that department special orders No. 92, of November 16, 1855, has not been complied with in regard to the quartermaster's department, the particular attention of Colonel Wright is directed thereto that its provisions may be promptly complied with.

4. Captain Ord's company B, 3d artillery, will be ordered to return without delay to Benicia barracks. The detachment of company M, 3d artillery, will be ordered to return with it to the Presidio of San Francisco.

Lieutenant Colonel S. Casey, with two companies 9th infantry, is assigned to Fort Steilacoom. Lieutenant Colonel Casey will make himself acquainted with the state of affairs on Puget's Sound, and will,

as soon as possible, report through Colonel Wright a plan of operations in that quarter, the force required, and points at which it may be expedient to establish temporary or permanent posts, keeping in view, for instance, Bellingham bay and White river. It is expected that the most active, efficient measures will be adopted with reference to a speedy termination of the war.

By command of Major General Wool:

E. D. TOWNSEND,
Assistant Adjutant General.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, California, July 4, 1856.

COLONEL: For the information of the Lieutenant General commanding the Army, and the War Department, I herewith transmit a copy of a letter of instructions to Colonel George Wright, 9th infantry, commanding in the Yakima country, in the Territory of Washington.

It was my intention to have returned to that region to superintend the military operations east of the Cascades, but I have been prevented by ill health, which rendered me incapable of sustaining the fatigue.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieut. Col. L. THOMAS, *A. A. G.*,
Headquarters of the Army, New York.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, California, July 3, 1856.

COLONEL: I am directed by Major General Wool, commanding the department, to acknowledge your letters of the 8th, 11th, and 20th ultimo. He says "that whils the anticipated, by your letters of the 8th and 11th, a speedy termination of the war with the Yakimas, he was surprised to learn by the letter of the 20th of their sudden disappearance from the Na-chess river, and, as it would seem, although comprising a large force, their whereabouts, or the direction they had taken to elude your vigilance, had not been traced.

"It would appear, however, from yours of the 20th, that an outside influence had been exerted to prevent the Yakimas from coming in, as you previously anticipated. The commanding general, in his communication of the 16th June, cautioned you against the whites in your rear, from whom he thinks you have as much to apprehend as the Indians in your front. He thinks you ought to have discovered from your first interview with Governor Curry and the unfortunate Governor Stevens that it was never their intention that the war with the Indians should be brought to a close by regular troops. Hence

their keeping in the field volunteers when there was not the slightest necessity or cause to justify it.

“Lieut. Col. Casey notified Governor Stevens some time since that volunteers were not needed for the defence of the inhabitants of Puget’s Sound, and that he had a sufficient force to guard all the points necessary in that district. Still, as it appears, Stevens has now several hundred men in the field; and by the mail which brought your letter of the 20th the general received information that two hundred volunteers, under Col. Shaw, had been ordered from Puget’s Sound to the Yakima country, and although you had previously notified Shaw that they were not required, that they passed through the Na-chess Pass about the 17th June, which might account for the unexpected disappearance of the Indians in your front. Although this information was received from a reliable source, the general does not believe it to be true, and from the fact that you have made no allusion to any movement of the volunteers under Col. Shaw or any one else in your last communications.”

“The general, however, with the ample forces under your command, apprehends no other evil than delay to bring the Indians to terms. Yet he would forewarn you that you cannot be too cautious or wary of your double enemy. If a defeat, or if any serious disaster should happen to your command, it would be a source of great rejoicing to scrip holders, and especially to those who are anxious for a long war, and who have proclaimed it a God-send to the people of the Territories of Washington and Oregon.”

The general commanding also “calls your attention to indirect reports which have reached here, that your main depot of supplies at the Dalles has been left unguarded, except by a few sick and disabled men. This the general does not believe to be true. With your ample forces there would be no necessity for leaving so important a post as the Dalles unprotected or without troops to defend it. A company, he thinks, would not be too large a guard for that post.”

In conclusion, the general says “as the war ‘is finished’ in Puget’s Sound and in southern Oregon, it only remains to you to give it the finishing stroke. This the general does not doubt will soon be accomplished by the activity, enterprise, and gallantry of yourself and of those under your command.

“You will recollect that you have nothing to do with volunteers or Governor Stevens. If you should find them or any citizens in your way, you will arrest, disarm, and send them out of the Yakima country.”

Lieut. Col. Morris, commanding at Vancouver, has been ordered to send the recruits now at his post to increase the guard of the Dalles, unless he has information that you have left a company for that purpose.

I am, sir, very respectfully, your obedient servant,

W. W. MACKALL,

A. A. General.

Col. GEORGE WRIGHT, *9th Infantry,*

Com. District of Columbia River and Northern Oregon.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, Cal., July 19, 1856.

SIR: In the absence of Major General Wool, confined by severe indisposition at Napa Springs, I am directed to report that the Indians (lately hostile) in northern California and southern Oregon, have all surrendered, to the number of 1,225, and are now under the guard and protection of the troops on their way to the coast reservation.

The three passes from this reservation will be closed and held by as many posts—one, on the Yamkill, 25 miles from Dayton; the second, as near Cowallis; and the third, near the mouth of the Sinsclaw.

From the Upper Yakima river Colonel Wright reports (July 1) that some sixty Indians have sought his camp, consented to go with their families to such place as he would designate, and have been directed to Fort Na-chess. From these Indians he learns that the peace party is increasing, and that the most influential of the hostile chiefs, Kamiakin, with difficulty keeps his party together.

The colonel continues his march to the mountains, beyond which, on a large river well stocked with salmon, this chief has established his people.

Affairs on Puget's Sound are in the same state as at the general's last report.

So soon as his health permits, the general will send a detailed report, making mention of such officers and troops as deserve commendation, and showing the continuing mischief from the double negotiation and war with the Indians by the authorities of the Territory and those of the United States.

I have the honor to be, sir, very respectfully,

Your obedient servant,

W. W. MACKALL,

Assistant Adjutant General.

Lieut. Colonel L. THOMAS, *A. A. General,*

Headquarters of the Army, New York.

July 20.—The health of the general is so much worse that he yesterday sent out orders for the return of Surgeon Byrne to the Springs.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, August 4, 1856.

COLONEL: Owing to ill health, with which I have been afflicted for more than five weeks, I find myself unable to fulfil the promise contained in the communication of Major Mackall, dated the 19th ult. I can therefore do but little more than forward the enclosed correspondence, which I would commend to the attention of the Lieutenant General commanding the Army, and the Secretary of War. It will show, to some extent, the difficulties imposed on the regular officers by the efforts on the part of Governor Stevens to prolong the war

against the Indians, who are peaceably inclined, and would not make war on the whites if the latter would exhibit towards them the common feelings of humanity, and the authorities of Washington Territory would treat them with ordinary justice. Governor Stevens is crazy, and does not know what he is doing; and Governor Curry's satellites go for exterminating the Indians. Between the efforts of the two governors and their coadjutors to defeat the regulars in their endeavors to restore peace and maintain it, by a judicious disposition of the troops, they have a very arduous and difficult task to perform.

Although Governor Stevens has been again and again notified that his volunteers were unnecessary to protect or defend the inhabitants of Puget's Sound, he still keeps several hundred volunteers in the field, and recently has sent Colonel Shaw with, it is said, two hundred volunteers to the Walla-Walla country. In doing this, his object (for there are no whites in that country to protect or defend,) was to provoke a continuance of the war with the Walla-Wallas, &c., and to plunder the Indians of their horses and cattle. I have ordered Colonel Wright, as soon as he completed his arrangements with the Yakimas and Klikatats, to hasten with all possible despatch to the Walla-Walla country, and to order Stevens's volunteers out of the country. In case they refused to go, to arrest, disarm, and send them out of the country. See my instructions to Colonel Wright, marked No. 1; also my instructions to Lieut. Colonel Casey, with his correspondence with Governor Stevens, enclosed, marked No. 2; also a correspondence with Messrs. Tandler & Co., marked No. 3, which will show that Governor Stevens is making arrangements to continue the war in his Territory; also Colonel Wright's correspondence, marked Nos. 16, 17, 18 and 19, giving a history of events from the 3d to the 18th of July, which contains much interesting and valuable information; and, finally, Lieut. Colonel Casey's report, marked No. 4, in reference to the establishment of posts, and the best means of effecting a permanent defence of Puget's Sound country. All of which I could hope might claim attention, and especially so much as related to permanent posts, which I have no right to establish without the sanction of the Secretary of War.

I am, sir, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieut. Colonel L. THOMAS, *A. A. General,*
Headquarters of the Army, New York.

P. S. Notwithstanding Governor Stevens's volunteers, I have not the slightest apprehensions that Colonel Wright will have any difficulty with the Walla-Wallas, or neighboring tribes.

JOHN E. WOOL,
Major General.

[No. 1.]

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, Cal., August 2, 1856.

SIR: I have to acknowledge the receipt of your letters of the 7th, 9th, and two of the 18th of July.

Major General Wool congratulates you on your successful termination of the war with the Yakimas and Klikitats. He directs that two (instead of one) posts be established in the Yakima country; one of these be garrisoned by three (3) companies, the other by one, and this latter to be in the vicinity of the Atahman mission.

As soon as you have arranged matters with the Yakimas and Klikitats, the general desires you, with the least possible delay, to conduct an expedition of five or six companies against the Walla-Wallas &c. Having arranged all difficulties with those tribes, then establish the post, as before directed, in the Walla-Walla country, and direct the dragoons to make excursions to give protection to emigrants approaching Oregon or Washington Territory. "No emigrants or other whites," says the general, "except the 'Hudson Bay Company,' or persons having ceded rights from the Indians, will be permitted to settle or remain in the Indian country, or on land not ceded by treaty, confirmed by the Senate, and approved by the President of the United States."

"These orders are not, however, to apply to the miners engaged in collecting gold at the Colville mines." The miners will, however, be notified that should they interfere with the Indians "or their squaws, they will be punished and sent out of the country."

"It appears that Colonel Shaw, from Puget's Sound, with his volunteers, has gone to the Walla-Walla country. His men can only be subsisted by plundering the Indians in that country." Colonel Wright will order them out of the country by the way of the Dalles. If they do not go immediately they will be arrested, disarmed, and sent out.

I am, sir, very respectfully, your obedient servant,

W. W. MACKALL,
Assistant Adjutant General.

Colonel GEO. WRIGHT,

*9th Infantry, Com'g Expedition against the Yakimas,
Washington Territory, (via Dalles.)*

[No. 2.]

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, Cal., August 2, 1856.

SIR: Your letters of July 11th and 21st, the latter enclosing your correspondence with the governor of Washington Territory, have been submitted to Major General Wool, who directs me to give his approval of the selections you have made for the permanent posts of your district, viz: Steilacoom and Bellingham bay, and either Ludlow, Townsend, or Discovery, as may finally seem best to you. Five companies are all that can be spared for your district, and you will arrange the garrisons of these posts accordingly.

The major general directs me to express the surprise he felt after reading the above letter of the 11th, in which you report "everything quiet, and no indications of hostile Indians," and "the time has now arrived when a disposition of the troops should be made for the permanent defence," &c., and name the three posts above specified as proper and sufficient to that end, to find you on the 18th instant offering to occupy the posts at Montgomery and Selim prairie, (neither being among your specified points,) about to be abandoned by the volunteers from Washington Territory.

No new acts of hostility appear to have made this change in your dispositions either necessary or judicious, as none such are mentioned in your still more recent letter of the 21st, where you "reiterate" that there "has been no necessity for any volunteers in the Puget's Sound district for many months past."

The major general cannot see why you should occupy posts on the 18th instant which you thought unnecessary on the 11th, and which had been held by volunteers whose services were deemed unnecessary as late as the 21st.

In conclusion, I am directed to say, "you will recollect that you have nothing to do with Governor Stevens or volunteers, and hereafter all communications from governors of Territories must be transmitted immediately to the major general for his decision."

The general desires Captain Keyes, 3d artillery, to be ordered by you to resume his station at the Presidio of San Francisco, so soon as you can spare his company.

I am, sir, very respectfully, your obedient servant,

W. W. MACKALL,
Assistant Adjutant General.

Lieutenant Colonel S. CASEY,

*9th Infantry, Commanding District of Puget's Sound,
Fort Steilacoom, W. T.*

HEADQUARTERS, PUGET'S SOUND DISTRICT,
Fort Steilacoom, W. T., July 21, 1856.

MAJOR: I have the honor to enclose, for the information of the general commanding the department, a copy of a communication received by me from Governor Stevens on the 18th instant, with a copy of my reply.

I will reiterate what I have already communicated to department headquarters, viz: that there has been no necessity for any volunteers in the Puget's Sound district for several months past; and further, that there never has been, since my arrival here, on the 31st of January last, any necessity for more than two companies of those troops, had they been organized according to the infantry of the regular army and mustered into the service of the United States.

Very respectfully, your obedient servant,

SILAS CASEY,

Lt. Col. 9th Infantry, Com'g Puget's Sound District.

Major W. W. MACKALL,

*Ass't Adj't Gen., Headq'rs Dep't of the Pacific,
Benicia, California.*

EXECUTIVE OFFICE,
Territory of Washington.

SIR: I am desirous to turn over to you Fort Hicks, (Montgomery's,) and have directed Captain Swindall to confer with you in relation to it.

Quartermaster General Miller will move the stores to the town of Steilacoom.

The Steilacoom company will be mustered out of service as soon as Fort Hicks, of which it constitutes the garrison, is received by you.

Orders have been issued to muster out of service the guard at the Nisqually ferry block-house, the company at Skookum bay, the companies at the Cowlitz, and in Clark county.

I am desirous that you should occupy with your command the posts on the line of the Snoqualmie, at present held by Major Van Bokkelin with his command of about ninety men. Their terms of service will expire in some few weeks. A company of fifty men will, I think, be adequate to the duty.

If it will be incompatible with your views to occupy that line, I propose, on the expiration of the term of enlistment of Major Van Bokkelin's command, to organize a new company of about fifty men to hold the line.

Truly and respectfully,

ISAAC I. STEVENS,
Governor and Commander-in-Chief.

Lieutenant Colonel SILAS CASEY,
Commanding Puget's Sound District, Fort Steilacoom.

True copy:

RICHARD ARNOLD,
First Lieutenant Third Artillery, A. D. C.

HEADQUARTERS, PUGET'S SOUND DISTRICT,
Fort Steilacoom, W. T., July 18, 1856.

GOVERNOR: Your communication respecting Fort Hicks and other matters has just been received.

On the 1st of June I informed Colonel Shaw (and a short time after, by a communication, yourself) that I was ready at any time to occupy the stations at Montgomery's and the Yelin prairie when you were prepared to give them up. I am ready now to carry out that offer, and early next week will send troops to Montgomery's.

I do not consider any other points within the region of recent hostilities than those occupied by me at present and the stations at Montgomery's and the Yelin, in any manner necessary for the protection of the frontier.

Not considering any troops necessary on the Snoqualmie line at present, I decline ordering any there.

Very respectfully, your obedient servant,

SILAS CASEY,
Lieutenant Colonel Ninth Infantry,
Commanding Puget's Sound District.

His Excellency I. I. STEVENS,
Governor of Washington Territory, Olympia, W. T.

True copy :

RICHARD ARNOLD,
Lieutenant, and A. D. C.

[No. 3.]

SAN FRANCISCO, *July 29, 1856.*

DEAR SIR: Lieut. Colonel H. R. Crosbie, aid to Governor Stevens, of Washington Territory, is in our city to make purchases on account of the present Indian war in that Territory. Will you be kind enough to advise us whether we would be safe in selling them \$20,000 worth of goods? Would the general government at Washington recognize the debt? Excuse our audacity in so addressing you.

Your most obedient servants,

TANDLER & CO.

Major General WOOL.

True copy :

RICHARD ARNOLD,
1st Lieutenant 3d Artillery, A. D. C.

CHIEF QUARTERMASTER'S OFFICE, DEPT. OF THE PACIFIC,
Benicia, July 30, 1856.

GENTLEMEN: In reply to your letter of the 29th instant, the commanding general has directed me to say that he knows of no war in Washington Territory in which Governor Stevens is engaged, as there are sufficient United States troops in the Territory to quell Indian hostilities. Any contract that Governor Stevens may make under these circumstances will be illegal, and in his opinion will not be sanctioned by Congress.

Very respectfully, gentlemen, your obedient servant,

O. CROSS,
Major and Quartermaster.

Messrs. TANDLER & Co.,
San Francisco.

True copy :

RICHARD ARNOLD,
1st Lieutenant 3d Artillery, A. D. C.

[No. 4.]

HEADQUARTERS, PUGET SOUND DISTRICT,
Fort Steilacoom, W. T., July 11, 1856.

MAJOR: I have the honor to report that I shall transmit, for the information of the general commanding the department, the map of the Territory mentioned in a former communication. Inasmuch as it would be injured by folding, I shall send it by express.

I have just returned from visiting the stations of my district, (seven in number.) I find everything quiet, and no indications of hostile Indians. Muckle Shute has two block-houses, and an excellent stockade, and I have directed that log quarters for one company be constructed at that place. We have an excellent road from Muckle Shute to Thomas' Ferry, and I have caused a bridge to be constructed across White river, near the forks of that and the Green river, the only point where one could be erected without great labor and expense. After the quarters at the Muckle Shute are finished, and a new trail opened to Porter's prairie, one company will be sufficient to occupy that post, and the dependent block-houses.

The Indians at the fish-weir appear happy and contented. I have directed another weir to be made on the Black river, to prevent fish from ascending the Cedar river. The war in this district has ceased, and will not be renewed unless induced by the whites. I think the Indians here have an acute appreciation of kind and just treatment.

Inasmuch as the time has now arrived when a disposition of the troops should be made for the permanent defence and security of this Territory west of the mountains, I will indicate in a brief manner those points which, in my opinion, should be occupied. First, there should be a post in this vicinity, of four companies. As regards its exact locality, in my opinion Nisqually would be the most advantageous place. A post could be there erected, within one mile of a landing on the Sound, where a wharf might be built. For further information with regard to it I refer to my communication of the 13th of February last.

I am not prepared to say that a permanent post will be necessary at the Muckle Shute or vicinity. By keeping a good supply of land transportation at the post in this vicinity, (and especially after the roads shall have become improved,) in my opinion, the necessity of a permanent post at or in the vicinity of that point will be obviated.

It will, however, be prudent to occupy that point and the two neighbouring block-houses for some time yet; while so occupied, they can be considered as dependencies of this post.

In the next place, I would recommend a post either at Fort Ludlow, Fort Townsend, Port Discovery, or some point in that vicinity, as further examination may determine. This post will have regard to the northern Indians who may come to the Sound for depredating purposes, as well as to the numerous tribes who inhabit between those points and the Pacific.

The third post should be at Bellingham bay, as near the coal mines as a good location could be found. One important condition in the location of these posts should not be overlooked; they should be at points easy of access for vessels at any time of tide, and at the same

time well protected from the winds and waves. A steamer of five or six hundred tons burden, capable of a speed of fifteen miles per hour, I consider indispensably necessary, in connexion with the posts, for the proper defence of the Sound. This boat should be subject to the orders of the senior officer stationed on the Sound, and would be employed in transporting troops to any threatened point for the purpose of repelling any irruption of the northern Indians, or of promptly quelling any disturbance which might arise with our own Indians.

All the supplies requisite for the posts, from San Francisco, could be transported on this boat, and coal and wood for her use can be obtained on the Sound cheap, and in abundance. It would be the best economy to have a boat built in New York expressly for the purpose required.

In the end it will prove a great extravagance on the part of the general government to neglect in any manner the proper defence of a remote frontier like this; and one chief reason is, that if so neglected, a pretext will always be afforded to a territorial executive to incur an extravagant and unnecessary expenditure of the public money.

Very respectfully, your obedient servant,

SILAS CASEY,

Lt. Col. 9th Infantry, Com. P. S. Dist.

Major W. W. MACKALL,

A. A. Gen., Dept. of the Pacific, Benicia, Cal.

True copy :

RICHARD ARNOLD,

Lieut., and A. D. C.

[No. 16.] HEADQUARTERS, NORTHERN DISTRICT, DEPT. OF THE WEST,
Camp on the Wenatcha river, W. T., July 7, 1856.

SIR: On the 3d instant I broke up my camp on the Upper Yakima, near the "Snoqualmie" Pass, forded the river without accident, marched five miles, and halted for the night. Marching at sunrise, on the 4th, our course lay east of north, following a tributary of the Yakima until I reached the base of the mountains. During this day's march the repeated crossing and recrossing the stream rendered our progress slow, and, after marching twelve miles, finding myself at the point where the route deflects from the water-courses and takes a direction north over the mountains, I encamped for the night. Resuming our march early on the 5th, we began to experience some of the difficulties which our Indian guides had enumerated. The mountains are very high; the trail frequently obstructed by masses of fallen trees, which had to be removed by a pioneer party. Again the trail runs along the sides of a mountain, with barely room for a single animal, and occasionally, the stones and gravel yielding to the pressure, a mule with its pack would roll down the precipice. After marching twelve miles, we encamped in the mountains. Marching at daylight on the morning of the 6th, for the distance of five

miles the trail was far worse than that of the preceding day. However, we soon struck a stream and, following its bed and crossing it frequently, at last ascended a high mountain which overlooks this valley, into which I descended, and encamped at 1 p. m.

As I approached, the chiefs who had visited me on the Yakima came out to meet me, also the priest, Pendosey. They assured me that everything was progressing favorably, and that a large number of Indians, with their families, were on the other side of the river fishing. After I had encamped, the chiefs and a number of warriors came over to have a talk; they appear to have no fear, and seem willing to do all I may require. They say that they will all go at once to the Klikitats if I require it; but they express great apprehension about their subsistence, and would prefer to stay here for awhile, until they can lay up a good supply of salmon, when they would all go to the Kittitas to winter. I have examined all the fishing places south of this, and there are none to compare with this, at this season of the year. These Indians have always been in the habit of fishing here, but moving further south to winter. This river is considered as the northern boundary of the Yakima country. But few Indians are living north of this point as far as the British possessions.

If I consent for these Indians to remain here temporarily to fish, I shall require hostages for their good behaviour and compliance with their promises.

Kamiakin has fled to the Palouse country, and Ow-hi has gone beyond the Columbia, and, in all probability, will not attempt to come back before next winter.

I have sent word to the nations beyond the Columbia that they must not harbor these renegade chiefs; that if they do they will suffer for it, as the war may be carried into their country.

The chief Te-i-as is in my camp, and I shall keep him and his family with me. Although he is a brother to Ow-hi, and father-in-law to Kamiakin, he is, and has always been, our good friend.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Captain D. R. JONES,

Assistant Adjutant General,

Headquarters Department of the Pacific, Benicia, Cal.

True copy:

RICHARD ARNOLD,

1st Lieutenant 3d Artillery, A. D. C.

[No. 17.] HEADQUARTERS, N. DISTRICT, DEPT. OF THE PACIFIC,
Camp on the Upper Columbia river, W. T.,
July 9, 1856.

SIR: I marched from my camp on the Wenatcha river at sunrise this morning. Our route along the right bank of the Wenatcha was,

at times, almost impracticable, the trail passing over rugged mountains, and but a few inches wide, where a single false step would precipitate man or beast into the roaring cataract, five hundred feet below. By working at the trail, and then leading each animal very carefully, I succeeded in crossing over the whole command, with baggage, pack-train, and three mountain howitzers, safely; at 3 p. m. encamped on the right bank of the Columbia.

Previous to marching, I made arrangements for the Indians, with their families and baggage, to follow immediately in rear of our pack-train, with a company of infantry and a detachment of dragoons as rear-guard. It was nearly 9 o'clock before the Indians could all get off. They have probably a thousand horses, and extended some five miles; with their women and children of course they move slow. It is impossible to say at this moment how many there are in all. I left many to fish, and others will cross over by another trail. They were all willing to come with me now if I said so; but as they desire to remain a short time at the fisheries, I had no objections; my principal object being to carry off the large mass of the Yakima nation, and locate them permanently, and beyond the possibility of their being operated upon by their former chiefs. Such a large number of those people as I now have will not be able for awhile to subsist independent of aid from the government. Dispersed over the whole country, they can get along very well; but then we should have no hold on them for their good behaviour. They have, heretofore, had but little intercourse with the white people, and that little has been anything but satisfactory to them. They have usually kept their women and children remote as possible from our people, and it has been a work of great delicacy and labor to allay their fears and convince them that I have the power and will to protect them from insult and injury. Our success in quieting their apprehensions has exceeded my highest expectations.

During my halt on the Wenatcha, I was visited by several little parties of Indians living on streams to the north and east of the Columbia, most of whom had been in, or sent to me, when I was on the Na-chess. These Indians live outside of the Yakima country, are very friendly to us, and appear very anxious to cultivate a good understanding. I have given them good advice, and told them they should not be molested.

In all my operations recently, the aid I have received from Father Pendosey has essentially contributed to our success. He has great influence with these Indians, and has exerted himself, both night and day, in bringing matters to their present state.

Kamiakin, who plunged these people into war, and was continually boasting of what he would do, has basely deserted his people and fled, probably, to the Palouse country. His career on this side of the Columbia is ended. I have two or three good and influential chiefs with those Indians. A new government must be erected, which will unite all their hearts, and place them in deadly hostility to the refugee chiefs. This can all be accomplished by the judicious

management of the military commander who may be left in this quarter.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Captain D. R. JONES, A. A. G.,

Headquarters Dep't Pacific,

Benicia, California.

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A true copy :

RICHARD ARNOLD,

First Lieut. Third Artillery, A. D. C.

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[No. 18.] HEADQUARTERS, N. DISTRICT, DEP'T OF THE PACIFIC
Camp on Yakima river, Kittitas valley, W. T., July 18, 1856.

SIR : I have the honor to acknowledge the receipt of your communication of the 3d instant, and the pleasure of reporting that, notwithstanding the numerous difficulties and embarrassments I have encountered, the war in this country is closed.

When I last had the honor to address department headquarters, on the 9th instant, I was on the Upper Columbia, at the mouth of the We-na-cha, *en route* for this valley. Resuming my march on the morning of the 10th, three days brought me to the Yakima river, and on the 13th I encamped at this place. Since leaving Fort Na-chess, this command has marched one hundred and eighty miles, principally over a rugged mountainous country hitherto unknown to us, and deemed impracticable for military operations. But the patient endurance of the officers and men overcame every obstacle; we have penetrated the most remote hidingplaces of the enemy, and forced him to ask for mercy. Deserted by their chiefs, and perseveringly pursued by our troops, the Indians have no other course left them but to surrender. I have now about five hundred men, women and children at this place, with a much larger number of horses and cattle. These Indians of their own accord brought in and delivered up all the horses and mules in their possession belonging to the government, about twenty in number. Were it advisable, I could assemble a much larger number of Indians at this place, but the difficulty of subsisting them makes it necessary to allow them to occupy separate districts of country where fish and roots can be obtained in abundance. This river affords them but few fish at this season of the year; when the salmon commence their fall run they will prepare their winter supply. To the people now with me, I am compelled to issue at least two hundred and fifty pounds of flour daily, to enable them to get along. Still I think it better to do this, than to send them far away beyond my immediate control. Other Indians are constantly coming in; this party is the nucleus, the central point around which they will all gather in the fall. I have had interviews with nearly all of the Yakima nation, and they are fully impressed with all the folly of

their continuing the war; they have been made to feel the inconvenience of it. So long as troops simply moved through their country and retired, it had but little effect; the Indians were generally the gainers by it. But a steady advance over their whole country, rendering it necessary to move their families and stock, has had a different effect, understanding as they do that the country is to be permanently occupied.

I have examined this country pretty thoroughly, and I am somewhat at a loss to fix upon a position for a permanent military post. The whole country should be given to the Indians; they require it; they cannot live at any one point for the whole year. The roots, the berries, and the fish make up their principal subsistence; these are all obtained at different places and different seasons of the year. Hence they are frequently changing their abodes, until fall, when they descend from the mountain districts and establish themselves in the lower valleys for the winter. There is but little timber on the streams, and after the rainy season sets in, early in December, the bottom lands all overflow, and the plains are covered with a deep snow. South from this, the most eligible point for a post is a short distance beyond the "To-ponish," where there is good timber for building, grass and water in abundance. This point is on the southern boundary of the Simcoe valley, and at the point of intersection of the trails from Fort Dalles and the Kamas prairie. The Kamas prairie or lake, it will be recollected, is about thirty miles from the Columbia river, and reached by ascending the Klikitat. It is the habitation of the Klikitats, and it was from that point came the war party which attacked the people of the Cascades. The point above referred to has the advantage also of commanding both routes to the Columbia, and holding in check the Klikitats, who would not be likely to commit any hostile acts with a military force in their rear. The season is rapidly wearing away, and arrangements for the winter must be made as soon as practicable. The Indians, during the coming winter, must occupy the warm valleys, and I would suggest that one military post, of four companies, would be ample until next spring.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL,

Assistant Adjutant General.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, California.

True copy:

RICHARD ARNOLD,

1st Lieutenant 3d Artillery, A. D. C.

[No. 19.] HEADQUARTERS, N. DISTRICT, DEPT. OF THE PACIFIC,
Camp on Yakima River, Kittitas Valley, W. T.,
July 18, 1856.

SIR: Recurring again to your communication of the 3d instant, I would remark, that my letter of the 18th gave you all the information I possessed in relation to the movements of the volunteers under Colonel Shaw from Puget's Sound. My prompt reply to Colonel Shaw's letter, before he commenced his march, declining all aid, and informing him that I had an ample force of regular troops for operations in this country, led me to presume that the expedition would be abandoned. Subsequently Colonel Shaw crossed the mountain, and passed down the We-nass; since which I have heard nothing from him. When in the country, I received no message from him whatever.

I have not overlooked from the first the evident determination to co-operate with the regular forces in bringing this war to a close, and I have steadily resisted all advances. My efforts have been retarded, but not defeated, by what was done.

Kamiakin has gone far away, and probably will never again come back. Ow-hi has gone to the upper Columbia, and probably to the buffalo country. Old Te-i-as, with his family, is still on the Columbia. He is an old man and very timid, but our very good friend. His sons and daughters were very anxious to come with us, but the old man insisted upon keeping them with himself until he comes in.

Before I marched from Fort Na-chess, I sent an Indian to ascertain the whereabouts of the "Klikitats," what they were doing, &c. The messenger has returned and informs me that they are at the Kamas lake digging roots; that they are desirous of meeting me, and only awaited for me to fix upon the time and place. I have sent messengers for them to meet me at the Ah-ta-mim Mission on the 25th instant.

Three friendly Indians belonging at the Cascades, who joined the hostile party in the attack, fled when I retook that place, and are now with the Klikitats. They must be given up, and additional security for the future good conduct of the whole band.

The Indians who murdered the Agent Bolon are not here; they have probably fled from the country.

I shall march for the Ah-ta-mim on the 21st instant with three companies, leaving Major Garnett here with four. As a post of observation, this point must be occupied until the Indians move to their winter residence.

With regard to my depôt at Fort Dalles, it is, and always has been, perfectly safe. When Colonel Steptoe left there, he left a detachment nearly equal to a company, and besides Captain Jordan had more than one hundred employés at his command. I directed Colonel Steptoe to leave one company entire if he deemed it necessary. He reported that the guard he left was ample.

Some time since I received an application from Lieutenant Derby, through Captain Winder, commanding at the Cascades, for a guard for the party at work on the military road. I directed Captain Winder to furnish a small guard, if practicable, from his company

informing him that it was my design to send an additional company to that point at an early date. The occupation of the block-houses by Captain Winder's company left him no men to spare for the guard, and I had determined, before I received the application of Major Bache, with the endorsement of the general, to send down a company as soon as I returned from my expedition to the north.

On the 16th instant Brevet Major Lugenbeel, with company A, 9th infantry, marched from this place, with orders to proceed forthwith to Fort Dalles; the major to assume the command of that post, and then to detach a subaltern and seventeen men to occupy the block-house at the upper Cascades; Captain Winder to occupy the lower block-house, detailing a subaltern and thirteen men to remain constantly encamped with the party under Lieutenant Derby. The small central block-house I have ordered to be abandoned, on the representations of Captain Winder that it is entirely unnecessary, and that the people living there keep the party of soldiers drunk all the time; even his best men cannot be relied upon.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL,

A. A. Gen., Headquarters, Dept. Pacific, Benicia, Cal.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,

Benicia, August 19, 1856.

COLONEL: By some accident I received no letters from Colonel Wright by the last mail from Oregon.

As I anticipated in my report of the 4th instant to the Lieutenant General and the War Department, Governor Stevens' volunteers succeeded in their mission to the Walla-Walla country. From their reports, as published in the Oregon papers, it appears that they attacked a party of Indians at Grande Ronde, some thirty or forty miles from Walla-Walla, in Oregon Territory, when they defeated the Indians, destroyed their supplies, and captured three hundred horses. The whole object being to plunder the Indians and prolong the war, Colonel Wright was ordered with all possible despatch to that country, with orders to arrest, disarm, and send the volunteers out of the country.

Although their attack and plundering of the Indians may increase our troubles, I do not apprehend any difficulty in bringing the Indians to terms. The Indians are anxious for peace. Governor Stevens and the satellites of Governor Curry are not for peace, but a long war and a war of extermination.

Herewith I transmit a communication from Captain Judah, dated August 7th, by which, now that the Rogue River Indians have been removed, it will be perceived that some of the whites in northern California are for making war against the Indians in that section of the country.

If the officers of the army could have the expending of half the money appropriated for the benefit of the Indians in California, I sincerely believe they could prevent all difficulties between the whites and the Indians. From the complaints from all quarters against the Indian Department in California, I can arrive at no other conclusion than that the affairs of the department are not judiciously nor efficiently managed.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieutenant Colonel L. THOMAS,

Asst. Adjt. Gen., Headquarters of the army, New York city.

FORT JONES, CALIFORNIA,
August 7, 1856.

SIR: I have the honor to report that the command of this post was relinquished to me by Brevet Major Wise, 3d artillery, this morning, and that shortly thereafter I received a copy of the *Yreka Union* of this date, an extract from which I take the liberty to enclose.

As a truthful statement of occurrences, I cannot believe the article referred to is at all to be relied on, its inconsistencies being too prominent to require notice, particularly that which makes a large body of Indians, flushed with victory, and through which twenty-three volunteers were forced to cut their way for several miles, retreat before General Cosby and ten men. The statement that the volunteers pursued and endeavored to attack *the first body of Indians* they encountered is significant, and entirely sustains me in my opinion of the character of the entire expedition. I communicated to Colonel Coffee, pay department, while on his recent official visit to this post, my views upon the objects of, and necessity for, the military movement of General Cosby, and would respectfully refer to him, should the commanding general desire it, for information inappropriate to an official communication. That the expedition was unauthorized by the circumstances upon which the necessity for it was based, is the opinion of every candid and honest citizen with whom I have conversed upon the subject. It was possible, through the exercise of a proper discretion and judgment, to have ascertained the perpetrators of the murders upon the Siskeyon mountain (two white men) as of that in the Shasta valley (one white man), the more readily so through the assistance of the chief of the Klamath Indians, Alsk, who has always evinced a most friendly disposition towards the whites, and an anxious desire to maintain peaceful relations with them. When last in Yreka, he stated to Mr. Rusborough (late Indian agent) that among so many Indians as he attempted to control, there were necessarily some who were maliciously disposed, and, as I was informed, evinced a desire to assist in bringing them to justice should they ever be guilty of any outrages against the whites. From all the information I possess, it is apparent to me that the volunteer force under General Cosby had

no intention of discriminating between Indians; neither would it have been possible to have done so, in view of its character, had its commander been so disposed. The Indians in the vicinity of Klamath lakes are numerous, and if forced into a permanent hostile position towards the whites, would be unusually difficult to subject, through the vast extent of marshes or tule in which they are enabled to conceal themselves, and which are almost unapproachable. Destined as the volunteers are to meet with reverses, or at least with inconsiderable success, it is possible that they may relinquish any further prosecution of hostilities. Should this not occur, their prompt recall, or at least a temporary cessation of their operations, with a view to a peaceful settlement of existing difficulties, which I believe to be practicable, and can be made satisfactory, is necessary to avert an Indian war of a serious character. I have resolved to take no action in reference to the disturbances referred to, without instructions from the general commanding, believing that in this incipient stage of hostilities the satisfactory and peaceful termination is possible, could the volunteer force be rendered inert, at least until an attempt at negotiation has been fairly made.

The detachment of my company recently operating under Lieutenant Colonel Buchanan, 4th infantry, in Oregon, has not yet returned, but is daily expected.

Should it be decided to attempt the settlement of the difficulties referred to by peaceful means, I would respectfully suggest that Judge Rusborough, of Yreka, formerly Indian agent, be empowered by the Indian Department, if possible, (should he be disposed to undertake the duty,) to co-operate with the commander of the United States troops. His assistance would be invaluable, and go far to insure success.

H. M. JUDAH,
Captain 4th Infantry.

[From the Yreka Union of August 7, 1856.]

First intelligence from the war against the Modocs—A series of engagements—Death of Lieutenant Warman and Sergeant Alban—The killed and wounded—Narrow escape of General Cosby—Loss of the Indians—The Indians numerous and eager for the fight—Brave death of Sergeant Alban—Incidents, &c., &c.

Adjutant General Templeton, in company with several of General Cosby's command, arrived in town last evening from the scene of operations against the Modoc and Des Chutes Indians. On the 25th of July General Cosby despatched Captain Williams with forty-one men to the eastern coast of Klamath lake. On the evening of the 29th the main body encamped at the natural bridge at Lost river.

At this place the Indians were prowling around the camp during the night, and shot several arrows inside of the guard, but without doing any damage.

The first engagement.—The next morning, whilst on the march from Lost river to Camp Martin, on Clear lake, the advance guard descried a body of Indians about two miles distant, in the direction of Tule lake. The guard started in immediate pursuit. On arriving at the lake they found a rancheria on an island about six hundred yards from shore, and about fifty or sixty Indian warriors drawn up for battle. The guard here dismounted, and charged on foot through the water, which was about three feet deep. Before reaching the island, the Indians made their escape in canoes. Their village, together with a lot of provisions, was burnt and destroyed. One Indian in this skirmish was killed.

Second engagement.—On regaining the road, a body of mounted warriors were seen descending from the mountain on the east, doubtless attracted by the burning of the island. The main command overtook the guard at this place, and Captain Martin with twenty-seven men started in pursuit. The Indians were well mounted, and for a distance of about fourteen miles the chase was hotly contested. They finally succeeded in gaining some high bluffs, where they concealed themselves among the rocks, and the chase was abandoned—not, however, until Captain Martin's command had killed one Indian and shot the horse from under another.

A man missing.—On reaching the encampment on the evening of the 30th, it was ascertained that John Alban, of company B, was missing. He had separated from the main command, and had been cut off by the Indians. Scouts were immediately despatched to the mountains, and during the following three days and nights the most diligent search was made for the missing man. On the 2d instant his body was found horribly mutilated, his gun and revolver lying by his side broken to pieces.

Third engagement.—On the afternoon of the 2d instant a detachment of twenty-three men, under command of Lieutenant Warman, were surrounded near Bloody Point—where the lamented Coats lost his life in August, 1852—by nearly two hundred Indians. The savages immediately opened a heavy fire upon Lieutenant Warman's command, who were compelled to cut their way through them for a distance of several miles. The loss in this engagement was: killed, Second Lieutenant H. Warman; wounded, N. C. Miller and A. McAllister. The Indians lost eight killed, and several were supposed to be wounded.

Fourth engagement.—General Cosby, whilst on his way from Yreka to rejoin the command, with an escort of ten men, discovered the Indians named in the preceding engagement returning from the battle. General Cosby and party gave them immediate chase. They broke and fled to the mountains, but, finding they were being rapidly gained upon, they took up a position in a small grove of cedar near the base of the mountain. Here they maintained their position until they were driven to the bluff of the mountain. In this engagement one of Cosby's command was badly wounded. Eight horses were captured from the Indians, and several of their number wounded. The Indians were well armed with rifles, and mounted on fine horses.

On the 3d instant General Cosby reached the camp on Clear lake,

named Camp Martin; here he found Captain Williams and the detachment that was sent from Willow creek to Clear lake. These had travelled five days around the lake, and during the expedition found a large body of Indians on the north side; but as they were near the water, and supplied with boats, they succeeded in making their escape to an island. Two horses were captured at this point.

Incidents of the fight.—Dennis Fitzpatrick shot the Indian who killed Lieutenant Warman.

General Cosby took from the Indians Warman's hat, and also the gun of a Mr. Miller, which was lost when his horse was shot from under him.

General Cosby was shot through his pantaloons and shirt, in front, near the thighs.

A private letter received from Major P. Murray states, among the eight horses that were captured, one was found belonging to Mr. Howland. The saddle of the person murdered at the head of Shasta valley a short time since was also found.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
Benicia, California, September 19, 1856.

COLONEL: For the information of the Lieutenant General commanding the Army, and the Secretary of War, I herewith forward a copy of a letter from Colonel Wright, 9th infantry, dated September 8, 1856. He has gone to the Walla-Walla country to superintend the establishing of a post in that country, to be under the command of Lieutenant Colonel Steptoe, and to visit the several neighboring tribes, to ascertain their feelings and disposition towards the whites. I, however, apprehend no difficulty whatever with them, and certainly not if the volunteers can be kept out of the Indian country. The object hitherto has been plunder—on the one hand, the treasury of the United States; and on the other, the extermination and plunder of the Indians, who have a large number of horses and cattle. I do not believe Governor Curry could have fitted out a winter expedition against the Walla-Wallas, but from the fact that they had a great number of horses and cattle, by the capture of which the volunteers expected a large remuneration. This information is from sources not to be doubted.

By the next steamer I will transmit a report of the treatment and management of Indian affairs in California. It was my intention to have transmitted it by the steamer of the 20th instant, but delayed in consequence of not receiving important information anticipated.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieut. Colonel L. THOMAS, A. A. G.,
Headquarters of the Army, New York.

HEADQUARTERS, NORTHERN DISTRICT,
Department of the Pacific, Fort Vancouver, W. T., Sept. 8, 1856.

MAJOR: Since my last communication, on the 25th ultimo, all of the Indians both at this place and the Cascades have been removed to the White Salmon river, where they are fishing, and making preparations for the coming winter. An agent will remain with them.

Everything is perfectly quiet in the Yakima country. From Colonel Steptoe I have received no official information; I learn, however, by the express from the superintendent of Indian affairs, that the colonel had proceeded without any difficulty, and would doubtless reach his position on the 3d instant; possibly I may hear from him before the steamer leaves.

Governor Stevens was on the Mill creek with a small detachment of volunteers under Colonel Shaw. A pack-train despatched by the governor for Walla-Walla, in advance of the command of Colonel Steptoe, had been captured by the Indians. It appears that the train (a small one) was accompanied by *forty-one* men, and at the time of being attacked by the Indians was within a few miles of the camp of Colonel Shaw, and within view from his camp. It is reported that the Indians numbered *seventy-five*, and belonged to the tribes engaged in the affair with Shaw's volunteers in July. Bad management caused the loss of the train; no effort was made to drive off the Indians; the men sheltered themselves behind their packs and animals until after dark, and then made a precipitate retreat to Colonel Shaw's camp, leaving everything in the hands of the enemy. I learn that a detachment was advanced from the camp to succor the train, but from some unknown cause it did not reach its destination.

The superintendent of Indian affairs has taken up to Walla-Walla a supply of provisions and presents for the Indians, and Nez Percés and other Indians were coming to a council to be held about the time of the arrival of Colonel Steptoe with his command.

Notwithstanding all these little *contre-temps*, I doubt not of the ultimate success of our arrangements for the pacification of all the Indian tribes.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, A. A. G.,

Headquarters, Department of the Pacific, Benicia, California.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, California, September 3, 1856.

COLONEL: Since my communication of the 19th of August, I have received communications from Colonel George Wright, 9th infantry, of the 25th and 27th of July, and 3d, 17th, and 24th (two) of August, copies of which are herewith enclosed; all of which I would commend to the attention of the Lieutenant General commanding the Army and

the Secretary of War. I also enclose a copy of instructions to Colonel Wright, dated the 1st instant.

By Colonel Wright's letter of the 17th August, it will be perceived that "Governor Stevens has countermanded his requisition for two additional companies of volunteers, and those now in the field will be required forthwith to leave the country." See my communications addressed to the headquarters of the army, dated 4th and 19th August; also a copy of instructions, already forwarded to the headquarters of the army, to Colonel Wright, dated the 3d of July. It will also be seen by the letter of August 24th, that Colonel Wright has recovered uninjured the howitzer abandoned by Major Haller.

I have never doubted for a moment that as soon as the volunteers ceased their depredations and savage barbarities on the Indians, arrangements could be made satisfactory to all concerned. Nothing is required but common justice and the ordinary feelings of humanity to be extended to the Indians, to keep them quiet and to preserve the peace of the country. The object of the war has been, from the commencement, one of plunder of the Indians and the treasury of the United States, prompted by political and pecuniary considerations, not doubting, in consequence of the appropriation of \$900,000 on account of a pretended Indian war in California, and the appropriation of \$70,000 on account of a small Indian fight in the Rogue river country, that Congress would, no matter how great the expense, pay the bill. The advocates of the war, in reference to the expense, have uniformly referred to the California appropriation as conclusive evidence that the expenses of the recent war would be paid by the United States. Hence, powers not conferred on the President of the United States were assumed by Governors Curry and Stevens in raising volunteers and marching them beyond their own jurisdiction, and making war on Indians peaceably inclined, and who would not have made war on the whites if they had not been attacked. All of which is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieut. Col. L. THOMAS, *A. A. G.*,
Headquarters of the Army, New York.

[No. 20.] HEADQUARTERS, N. DISTRICT, DEPT. OF THE PACIFIC,
Camp on the Atah-nam Creek, W. T.,
July 25, 1856.

SIR: On the 21st instant, I marched from the "Kittetas," with one company of artillery, two of infantry, and a detachment of dragoons, leaving Major Garnett with three companies and a detachment of twenty-five dragoons. I brought with me a party of Des Chutes Indians, with their families, whom I have permitted to fish at the Columbia river, on the north side, above the Dalles. I also brought a party

of Klikitats, with their families. They are to halt on the To-po-nish, a short distance below, where the road crosses. They can obtain subsistence by fishing, digging roots, &c.

I halted two days at Fort Na-chess, at which place I was visited by a party of Nisqually Indians, who were temporarily living upon the upper waters of the Na-chess. Eight of the principal men came in; the number of men, women, and children in their camp is probably seventy. They are poor, having lost nearly all their horses and property, when they crossed the mountain last winter. They are very anxious to return to the "Sound," either to the reservation, or any other point which may be decided on.

At my camp on the "Kittetas," I left Leschi, Nelson, and Kitsap, with a small party of Nisquallies. Leschi is the recognized chief of these people, including those on the Na-chess. They are all desirous of returning to the Sound, provided they can do so in safety. With regard to the three named, I some time since received a letter from Governor Stevens, suggesting that no terms should be granted them; but inasmuch as they came in and departed in security previous to that time, and appeared determined to be our friends, I would not take any harsh measures, without having proof of their guilt. I can establish nothing against them worthy of death. I have no doubt that they have, during the course of the war, committed many murders—at least so we would designate their acts; but they look upon the killing of men, women, and children as a legitimate mode of warfare; even of this, I have no evidence. I have written to Colonel Casey, to ascertain from the superintendent of Indian affairs for this Territory if he will receive all these Nisquallies on the reservation, and guaranty their safety. If the answer is in the affirmative, I will then send these Indians under a guard to the nearest military post west of the mountains, to be from thence forwarded to the reservation.

Since I have been in this country I have marched over its entire length and breadth, from the Dalles north to the We-nat-cha, and all the rivers have been examined from the mountains to the Columbia river. I have seen all the Indians, and they are now living only at points which I have designated, either near military stations, or higher up on the streams, to enable them to gain a subsistence. They are all at this moment very happy, and fully convinced that their true policy is to abstain from war, and remain forever our friends. I have also dispelled their fears of Kamiakin, who has oppressed and robbed them for many years, and should he ever return to this country, these Indians will all unite against him.

Yesterday morning I left this camp at 3 o'clock, and, with a detachment of dragoons, made a reconnaissance of this creek to its junction with the Yakima; also up the Yakima, &c. It is twelve miles to the Yakima; there is no timber at all on this creek. From the mouth of this creek to the mouth of the Na-chess, it is ten miles. The Yakima presents the same appearance throughout; cottonwood and willow in abundance, but no building materials.

This is the day I fixed upon to meet the Klikitats at this point.

Our messengers have been gone nine days. If they do not come by to-morrow, I shall march on the next day for Kamas lake.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, *A. A. Gen.,*

Headquarters, Dept. of the Pacific, Benicia, Cal.

[No. 21.] HEADQUARTERS, N. DIST., DEP'T OF THE PACIFIC,
Camp on A-tah-num Creek, W. T., July 27, 1856.

SIR: On the afternoon of the 25th instant, the "Klikitats" all came into my camp, headed by their venerable chief Tow-a-tax, commonly called Ni-ka-tan-i. They are direct from the Kamas lake, and number about forty men. I have been in council with them for two days, and their conduct throughout has given me the highest satisfaction. Their promptness in coming in, and the frankness of their speeches, and ready compliance with all my demands, assured me that hereafter we may rely upon their permanent friendship.

The chief Ni-ka-tan-i and the sub-chiefs related the whole affair of the attack at the Cascades; it corresponds with what I had already heard—that Kamiakin had sent a party of Yakimas to Kamas lake, and commanded that the Klikitats should join them with their young men, and proceed to the Cascades, communicate with the Cascade Indians, and, if practicable, gain them over; then availing themselves of the moment when both steamboats should be there, to burn them, and, at the same time, make a simultaneous attack on the whole line, kill all the white inhabitants, and hold possession of the place until Kamiakin should arrive, which he promised to do with a large force, comprising all the Indians in this country and the borders of the Columbia. They say that the design of Kamiakin was to hold the Cascades permanently. By threats and persuasion, Kamiakin induced twenty of the Klikitats to join the Yakimas; the latter numbered thirty. The whole party of fifty then went to the Cascades, and held secret meetings with the friendly Indians, gained over the chiefs Chenowith and Bannahar, and then made the attack. It does not appear that there was any chief with the party attacking at the Cascades. The chief Ni-ka-tan-i says that the Klikitats have been suffering for a long time the oppressions of Kamiakin and Ow-hi. They have been forced to give up their horses and women, and suffered every species of maltreatment without the power to make a successful resistance.

I demanded of these Indians the immediate surrender of three Cascade Indians who fled with the Klikitats at the time I recovered that line. They were promptly brought in and delivered to my custody.

After a minute and careful investigation of their cases, I can find nothing against them worthy of punishment. Their own story, corroborated by many witnesses, satisfies me that they did not engage in the murders. That they fled, is true; but the defection of their

chiefs led them to believe that, if taken by us, they would all be hung. It is proved, by the concurrent testimony of all these Indians, that the Cascade chiefs, Chenowith and Bannahar, set fire to their own houses with the view of making us believe that the enemy had done it. I next demanded the restitution of all the property in their possession belonging to the white people; that they should live at the places I should designate; not roam over the country without authority; promise inviolable friendship towards the white people, and to oppose with all their forces any attempt of the refugee chiefs to disturb the quiet of the country; and, finally, to deliver hostages to me to insure a faithful compliance with their agreement. These conditions were all instantly and cheerfully complied with.

When I came over from my camp to the Kittetas, I brought with me about one hundred Klikitats, who had been for some time kept with the Yakimas. I have now reunited them with those from Kamas lake, and over the whole of them placed the chief Ni-ka-tan-i and five sub-chiefs.

The main body of these Indians will live at the Kamas lake during the summer. In the winter they will move down on the Klikitat river, where there is but little snow. Another party I have located in the valley of the To-po-nish, below where the road from the Dalles passes.

Soon after I arrived in this country, quite a party of Klikitats escaped from Kamiakin's people and came to my camp. They were anxious to go back to Oregon, where they had lived before the treaty; and in the then unsettled state of the country, I had no place to put them in safety; accordingly, I permitted them to go to the Dalles. They will now be brought back and incorporated with their own people. The Klikitats at Vancouver will also join the head chief at Kamas lake. By this the whole Klikitat nation will be reunited, and I have the strongest faith in the friendship of the chiefs and people. I will guaranty that they will be on our side in any war we may be engaged in.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, *A. A. Gen.,*

Headquarters Dept. of the Pacific, Benicia, California.

[No. 22.] HEADQUARTERS, N. DISTRICT, DEPT. OF THE PACIFIC,
Camp on the To-pon-ish Creek, W. T., August 3, 1856.

MAJOR: On the 29th ultimo I marched from the A-tah-num to this place, and since that time I have carefully examined the Simcoe valley, and I have come to the conclusion that my present position is the most desirable one for station for the winter.

In front of us is an open plain to the Yakima river; and both up and down that river there is a good trail over a level country—one leading to the Selah and Kittetas, and the other in the direction of

the Walla-Walla. On the To-pon-ish there are oak and cottonwood, and at a distance of four miles west of us there is an abundant supply of the best of pine timber accessible with wagons.

This valley is much warmer in winter than any of those farther north, and the Indians now at the Kittetas, and on the Yakima, Natchess, &c., will all winter here. This is a central point. The roads from the Dalles, Kamas lake, and from the north, all unite here, and also from Walla-Walla. The Simcoe valley is extensive, affording grass for our animals and sufficient good land for gardening.

The express has just arrived from the camp on the Yakima. Four companies are there under Brevet Major Haller, and everything was quiet.

I have received your communication of the 19th ultimo, and I shall carry out the instructions of the general as soon as practicable. I have abandoned the camp on the Natchess, and ordered Colonel Steptoe with his command to this place.

The company of dragoons will proceed to Fort Dalles to escort the supply train to Walla-Walla; and after its departure the infantry companies will march from this point direct for Walla-Walla, to reach there at the same time as the train.

Supplies are now coming up to enable the troops here to begin at once to build huts for the winter.

It is out of the question to confine the Indians in this country to a certain district, unless the government furnish their entire subsistence. The whole country between the Cascade mountains and the Columbia river should be given to the Indians; it is not necessary to the white people. The Indians can subsist themselves if they have it; the mountains, the plains, and the rivers, each in turn affords them food. In the winter they are compelled to live in the valley, and one strong military post will insure their good behavior.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, *A. A. Gen.*,

Headquarters Dept. of the Pacific, Benicia, California.

HEADQUARTERS, N. DIST., DEPARTMENT OF THE PACIFIC,
Fort Dalles, O. T., August 17, 1856.

SIR: I have the honor to acknowledge the receipt of your communication of the 2d instant.

After the receipt of instructions from department headquarters, under date of the 19th of July, I immediately organized a command to proceed to the Walla-Walla country and establish a post. Although the instructions only required three companies to be sent to Walla-Walla, yet the aspect of affairs in that country induced me to order *four*. Company L, 3d artillery, company K, 4th infantry, and company K, 9th infantry, were ordered to march from the Simcoe valley, direct for the mouth of the Walla-Walla, under the command

of Captain Russell of the 4th infantry. Company E, 1st dragoons, was ordered to this post, to accompany the supply train to the same point. The troops in the valley have already been concentrated, and the march will commence on the 20th. The supply train from this point will leave on the same day, escorted by the dragoons and a few men under orders to join their companies; the whole commanded by Brevet Lieut. Col. E. J. Steptoe, 9th infantry.

The companies now in the field have become much reduced, and the four companies I have ordered to the Walla-Walla, being the largest, equal in number the five remaining in the Yakima country. However, as the general has directed that *five* or six companies be sent, I shall prepare another company to go up with the next train.

The latest accounts from Walla-Walla represent everything as perfectly quiet, and no further difficulty is apprehended after a military post shall have been established there. Governor Stevens is now here, on his way to Walla-Walla, with goods and provisions for the Indians. The governor has countermanded his requisition for two additional companies of volunteers, and those now in the field will be required forthwith to leave the country.

I have made arrangements to remove all the Indians near Fort Vancouver to the Yakima country, and, if possible, I propose also to take the Cascade Indians with them. I shall return to Vancouver on the 20th, and as soon as arrangements can be made, forward the Indians to White Salmon river, where they will be landed, and, after fishing, up the river to Kamas lake; they will winter in the Simcoe valley. There will probably be three hundred Indians to be sent up from Vancouver and the Cascades, and as soon as I have a moment's leisure, I shall ascend the White Salmon and make an examination of that portion of the country, and also settle some little difficulties now existing between the Klikitats and Dog River Indians, with regard to the fisheries on the White Salmon.

As my presence in this quarter could not be dispensed with at this moment, and the Walla-Walla expedition had been organized under the former instructions, I do not deem it proper to delay the movement. To Lieutenant Colonel Steptoe I have confided the expedition. Knowing that the general has the highest confidence in Colonel Steptoe, I doubted not that my course would be approved.

I have now one company of the 4th infantry and two of the 9th infantry encamped on the Yakima, at the Kittetas valley, under command of Brevet Major Haller, 4th infantry. In the Simcoe valley, near the To-po-nish, I have two companies of the 9th infantry under Major Garnett. Major Garnett is erecting temporary quarters for the accommodation of *four* companies. On the A-tah-nam and streams to the north no timber suitable for building can be found in season for use this winter, and, as most of the Indians would winter in the warm valley of the Simcoe, I had intended to have but one post in that country for the ensuing winter. The camp under Major Haller I had proposed to break up this fall, and the companies to fall back to the Simcoe; one of them, if necessary, halting at the A-tah-nam and hutting for the winter. Captain Dent, with his company "B," 9th infantry, is now at work on the road from this place to the Simcoe,

and it is expected that by the end of September we shall have a fair wagon road all the way.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, A. A. G.,

Headquarters Dep't of the Pacific,

Benicia, California.

HEADQUARTERS, NORTHERN DISTRICT,

DEPARTMENT OF THE PACIFIC,

Fort Vancouver, W. T., August 24, 1856.

SIR: The command for Walla-Walla, under Brevet Lieutenant Colonel Steptoe, will probably reach that country by the end of the month. Our latest news from there represents everything as quiet. I have sent twenty-five thousand rations of subsistence to Walla-Walla, with a good supply of quartermaster's and medical stores, and directed Colonel Steptoe to proceed at once with the erection of temporary buildings for the winter.

On the 21st instant I received at Fort Dalles a party of Ti-ah Indians, numbering some two hundred and fifty. Elet-Pamah, with other chiefs of these Ti-ah Indians, were in my camp soon after I reached the Na-chess, and they say that they are determined, from that moment, to collect as many of their people as possible and come in. The party brought in six or seven hundred horses, and all their property of every description. Their arms were given up to Major Lugenebeel, and the Indians transferred to the immediate charge of the agent.

Very respectfully, your obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, A. A. G.,

Headquarters Department of the Pacific, Benicia, California.

HEADQUARTERS, NORTHERN DISTRICT,

DEPARTMENT OF THE PACIFIC,

Fort Vancouver, W. T., August 24, 1856.

SIR: I have this moment received your communication of the 18th instant.

My letters of the 17th and 19th instant will have informed you of the measures I had taken to carry out the wishes of the general.

My latest advices from the Kittetas and Simcoe valley assure me that all is quiet in that quarter. From the Walla-Walla country the accounts are all favorable. Governor Stevens is now there, and the

volunteers are coming down by detachments. Colonel Steptoe's command will reach the Walla-Walla about the last of this month.

I deem it necessary to post an additional company at Fort Dalles at an early date, as we have in that vicinity some fifteen hundred Indians.

Major Haller's company will be ordered to Puget Sound at the proper time.

Before leaving the Simcoe valley, I succeeded in recovering the mountain howitzer abandoned by Major Haller. I brought it to Fort Dalles; it was uninjured.

I shall go to the White Salmon river as soon as the Indians in this neighborhood can be prepared to move. Had I been advised of the wish of the general that I should go in person to the Walla-Walla country before I left the Simcoe, I should have gone to that place direct; but having made all the arrangements, and deeming my presence in this quarter yet necessary, the expedition was, as I have previously reported, confided to Colonel Steptoe. I trust my action in this matter will be approved by the general.

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, *A. A. G.*,

Headquarters, Department of the Pacific, Benicia, California.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, California, September 1, 1856.

SIR: Major General Wool directs me to say that he approves of your arrangements with the Yakimas and Klikitats; that it is important you should go to Walla-Walla as soon as possible, and attend to the establishment of the post in that vicinity, as previously directed.

It is also of the highest importance, says the general, that you, the senior officer, (the chief man,) should see and talk to all the tribes in that region, in order to ascertain their wants, feelings, and disposition towards the whites. It is indispensable, in order to ascertain the causes that brought the volunteers against those tribes, their conduct towards them during their occupation of the Walla-Walla country, and how the friendly Cayuses have been affected. He wishes you to ascertain what became of the property taken from Fort Walla-Walla.

He considers it equally important that you should learn the feelings and dispositions of the Nez Percés towards the whites.

He expects you to see that a sufficient supply of short forage for the dragoons at Walla-Walla, and the supplies for all your posts, be transported to the posts, while the transportation is easiest.

The general thought three companies a sufficient garrison for Walla-Walla. You suggest four. He thinks that when you have seen the

Indians in that district and ascertained their feelings, you will come to his opinion. Should you then, however, adhere to your present opinion, he leaves the question for your decision.

The object of establishing a post in the vicinity of the Atahnam Mission was, that the troops might be in communication with Father Pandosy. If the post at Simcoe is so placed as to secure this object, the general does not insist on a winter station at the Mission.

He hopes the officers, particularly the commanders of these posts, will treat Father Pandosy with kindness, and keep alive in him those dispositions by which we have so much profited in information.

Your letters of July 25, (two,) August 3, 6, 17, 19, (two,) 24, (two,) and 25, have been received.

I am, sir, respectfully, your obedient servant,

W. W. MACKALL,
Assistant Adjutant General.

Colonel GEORGE WRIGHT, *9th Infantry,*
Commanding N. District W. T., Fort Vancouver.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, California, October 4, 1856.

COLONEL: Herewith I transmit, for the information of the Lieutenant General commanding the Army, and the Secretary of War, a copy of a letter dated the 20th September, 1856, from Colonel George Wright, 9th infantry, relating to Indian affairs at or near Fort Walla-Walla.

I do not apprehend any further difficulties with the Indians in Oregon and Washington Territories, and certainly not if the troops of Governors Curry and Stevens can be kept out of the field.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieutenant Colonel L. THOMAS, *A. A. G.,*
Headquarters of the Army, New York city.

HEADQUARTERS, COLUMBIA RIVER DISTRICT,
Fort Vancouver, W. T., September 20, 1856.

MAJOR: I have received full advices from Colonel Steptoe as late as the 15th instant. The colonel has selected a position on Mill creek for the military post. It is five miles below Whitman's old mill-site, is directly on the trails from the Nez Percés, Spokane, and Palouse country, and controls the entire valley. Colonel Steptoe considers the position preferable to any other in that section of the country.

The volunteers have all been disbanded, and are now *en route* for the Dalles, except a portion retained with the Indian supply-train, but not as an organized military body.

The superintendent of Indian affairs, Governor Stevens, was holding a council in the immediate neighborhood of Colonel Steptoe's camp; there were some four thousand Indians present, embracing the Nez Percés, Cayuses, Walla-Wallas, and the bands of Kamiakin, Schloour, and Ow-hi.

The Indians visit Colonel Steptoe without reserve, and he has been quite successful in restoring their confidence in white people, which was much shaken by the recent conduct of the volunteers. The governor was acting solely as superintendent of Indian affairs, and as commissioner to treat with the Indians, by the appointment of the President; and the moment the council is closed, he with his attendants will start for the Dalles, leaving with Colonel Steptoe fifteen or twenty thousand pounds of flour for issue to the Indians.

Colonel Steptoe says that it is impossible for him to foresee the result of the council, but he apprehends nothing of much importance, nor any injury to our existing friendly relations.

From the best information to be had, Colonel Steptoe is of opinion that there are no emigrants *en route* to Washington or Oregon Territory via Fort Boisé. The Nez Percés and Snakes know nothing of any being on the road. However, the moment the council adjourns, which would probably be on the 16th or 17th, the dragoons would be sent on the road to make inquiries.

On the whole, everything wears a favorable aspect, and I doubt not, when the regular troops are once permanently established in the country, that a good understanding will be had with all the Indians, and peace established on a firm basis; and to no one could this important duty more safely be intrusted than to the present commander at Walla-Walla.

In the Simcoe valley all is quiet; Major Garnett is vigorously pushing forward the erection of quarters and storehouses for his command the ensuing winter. Brevet Major Haller, 4th infantry, with his company, will probably reach here within five days; a vessel awaits his arrival to transport him to Port Townsend. I designed, at first, to send Major Haller, with his company, to Puget Sound by land; but on the representation of Colonel Casey that he wished the company to proceed by this route to Port Townsend for the purpose of establishing a new post, and to take six months' supply with it, I so ordered it. The cost of sending the company by this way will be no more than it would to transport the supplies to the new post.

It is respectfully suggested that the post established by Colonel Steptoe be called "Fort Walla-Walla," and that of Major Garnett "Fort Simcoe."

Very respectfully, your most obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, A. A. G.,

Headquarters, Department of the Pacific,

Benicia, California.

Official copy.

W. W. MACKALL, A. A. G.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, California, October 19, 1856.

COLONEL: For the information of the Lieutenant General commanding the Army, and the Secretary of War, I have the honor to forward a letter from Colonel George Wright, dated the 2d October, 1856; three from Lieutenant Colonel Steptoe, dated the 18th, 20th, and 26th of September; two from Governor Stevens, without date; and a letter of instruction to Colonel George Wright, dated October 19, 1856.

By the correspondence it will be perceived that Governor Stevens, by attempting to enforce upon the several Indian tribes assembled in council at Walla-Walla the treaties he negotiated with them last year, produced a collision between the governor's party, regulars, and Indians.

Although the governor harangued the people of Portland, where he denounced the regulars and all connected with them, and may have caused a panic among the people, and possibly induce volunteers again to take the field against the Indians in Washington Territory, I do not apprehend any serious difficulty. I cannot doubt if Colonel Wright conducts his operations, which he should have commenced several weeks before he left for the Walla-Walla country (about the 3d October) with energy and efficiency, that the Indians will be speedily brought to terms, and peace and quiet will again be restored to the department of the Pacific.

The white settlements, however, are in no danger whatever from the Indian tribes in and about the Walla-Walla country. They cannot be reached from that direction. If the volunteers and the settlers will only let the Indians alone, and keep out of their country, they will not be molested.

It is, however, not to be disguised that every means will be exerted in the power of the political and pecuniary speculators of the Territories to renew the war, in the hope that they may by such means induce Congress to make an appropriation to meet their enormous scrip debt, amounting, as it is said, to five or six millions of dollars.

In conclusion, I will simply remark that I am unable to comprehend why Colonel Wright did not leave before the 3d of October for Walla-Walla. By an examination of my instructions of the 2d and 8th August and the 1st September, it will be perceived that he was ordered to conduct an expedition of five or six companies to Walla-Walla as early as the 2d of August.

I am, very respectfully, your obedient servant,

JOHN E. WOOL,
Major General.

Lieut. Col. THOMAS, A. A. G.,
Headquarters of the Army, New York.

HEADQUARTERS, COLUMBIA RIVER DISTRICT,
Fort Dalles, O. T., October 2, 1856.

SIR: I have the honor to enclose herewith communications from Brevet Lieutenant Colonel Steptoe, dated on the 18th, 20th, and 26th of September, which will advise the major general commanding of the state of affairs in the Walla-Walla country.

I fully concur with Colonel Steptoe in the opinion that it was unfortunate that the governor should have held his council at this time. Assembling so large a body of Indians in their present disturbed condition only gave them an opportunity of talking over their grievances and forming coalitions against us.

What the Indians required was rest, quiet, and a feeling of safety under our general protection. I allude to the Nez Percés more particularly—a strong nation whose controlling influence is immense throughout the whole country; a nation which has been the steadfast friend of the whites for more than half a century.

The Nez Percés are divided; "Lawyer" and people are, I believe, sincerely attached to our cause, but Looking-glass and his party have been drawn off by Kamiakin, Ow-hi, &c.

I am going up the country immediately; I shall take Brevet Major Lugenbeel's company with me. I have sent to Fort Simcoe for one company to be detached for temporary service at this post.

I cannot say what course it may be found necessary to pursue after reaching the Walla-Walla. If the hostiles can be struck a blow, it will be done, and no effort will be spared to put a final end to this war.

All is quiet in the Yakima country.

I am not very well, but I trust to getting better in the field.

Very respectfully, your obedient servant,

G. WRIGHT,

Colonel 9th Infantry, Commanding.

Major W. W. MACKALL, A. A. G.,

Headquarters, Dept. of the Pacific, Benicia, Cal.

CAMP ON MILL CREEK, W. T.,
September 18, 1856.

COLONEL: The council with the Indians closed to-day. I attended it yesterday, and was satisfied that Governor Stevens had effected no good by assembling the tribes. The Nez Percés showed generally a disposition to annul the treaty of last year, while the Cayuse chiefs were almost defiant in tone. The governor admitted to me to-day that he had failed to accomplish what he hoped, but he charged his failure to the want of support he had received from the regular army.

I cannot help feeling gratified that the treaty of Walla-Walla has not yet been ratified, because it is plain to me that an attempt to execute it now would be attended by resistance at once on the part of most of the Nez Percés, and ultimately by combined resistance amongst the surrounding tribes.

Several of the Nez Percés and Cayuse chiefs came to my tent yesterday, and I told them plainly that my object in coming here was to establish a military post, and thereby to preserve the peace; that I would protect the good and punish the bad; that I would defend their rights against all aggression whatever; and that I had *no* demands to make of them or their people for anything that had occurred in their recent war with the whites. I told them, moreover, that they must cease fighting *instantly*, and forget their animosities towards the whites. What impression was made upon their minds it is impossible to declare; but it seemed to me that they regarded us rather as sincere and well-meaning friends, and not responsible for what evils they had to complain of.

One thing is evident to me; the minds of the Indians through all this region are much unsettled, and I do not question that they will plunge into open hostilities with us for a very insufficient cause—an imaginary grievance, for instance.

The opposite policy of the regular and volunteer forces cannot fail to have impressed them strongly, nor can that impression be favorable to peace, at least just now.

I must confess to you that, in my judgment, it is unfortunate that Governor Stevens should have appointed this as the time for holding his council, or that I should have been sent here while it was sitting—unfortunate that he did not wait till the post was established and its influence felt; or that I did not wait till he had perfected what he had begun. As it is, he complains that I have, by not aiding him, or by not co-operating *heartily* with him, actually opposed him. This may be so, but I certainly have done for him all and more than my instructions warranted. It is equally plain that, by remaining here so long in council with the Indians, he has thoroughly embarrassed me, and frustrated thus far the immediate ends I had to attain.

If it be possible, I hope you will let me have another company of *riflemen* at the earliest day. The necessity of controlling by a strong force the Nez Percés and Spokane tribes cannot be overestimated. If they remain peaceful, those nearer the coast can be easily restrained; if they begin war, every inner tribe will necessarily unite with them.

I remain, colonel, with respect, your obedient servant,

E. J. STEPTOE,

Brevet Lieutenant Colonel United States Army.

Colonel GEORGE WRIGHT, 9th Infantry,

Commanding Northern District, Department of Pacific.

FORT WALLA-WALLA, WASHINGTON TERRITORY,

September 20, 1856.

COLONEL: I regret to inform you that a collision has taken place between the troops and portions of the Cayuse, Walla-Walla and Yakima Indians, assisted by a band of the Nez Percés. The cause of it was this:

I had designated an hour of yesterday when I wished to see the Cayuse and Walla-Walla chiefs, with a view to mutual explanations, and a thorough understanding for the future. Early in the morning

a messenger from "Kamiakin" came and informed me that *his* chief would also be in attendance. But when the hour arrived, only Stick-as and Hugh-mow-lish made their appearance.

I discovered at the same time that the Cayuses, Walla-Wallas, and apparently two or three hundred, were busily employed setting on fire the only grass remaining to us on the hills, or encouraging others to do so. (You must bear in mind that these same Indians had already burned all the grass near my camp and on the hills, for miles away, except a small patch which was saved by a party of soldiers sent out; and that I had complained of it to the chiefs as an unfriendly act.)

I called the attention of the two chiefs to the matter now, and stated that I regarded it as evidence of decided hostility, nor would I "talk" to them in consequence of it. They replied that they had done all in their power, but some of their young men would not listen to their counsel; that they were in despair, and would go off themselves into the Nez Percés' country.

This last mentioned tribe had broken up their camp early in the morning, and Lawyer's party were now on their way home, but that of Joseph (a rival chief) still lingered around.

Things were in this state when I received, about sunset, a note from Governor Stevens, (enclosed,) who had also started in the morning for the Dalles. I answered it by stating that in my present condition the dragoons could hardly be spared; I might let him have Captain Fletcher's company, but suggested that, as I had no train, and the destruction of the grass made it necessary for me to move my camp *somewhere*, he should return at once, and I would use his train to get upon the Umatilla, and place him beyond danger at the same time. At about 11 o'clock I received an answer (the other paper enclosed). Lieutenant Davidson was immediately despatched with half of his company, a howitzer under Lieutenant Turner, and fifteen riflemen under Lieutenant Wickliffe, with orders to attack the Indians surrounding the governor, and bring him back to my camp; which duty was handsomely performed, and the whole party returned about four o'clock this morning. Lieutenant Davidson was assailed by the enemy along the way back, but he drove them promptly from their positions without sustaining any loss. Soon after daybreak the Indians established themselves on the heights around, and beyond the reach of shot, and soon got into the bush and fired into the camp, but without doing any harm. A shell and a few riflemen dispersed them at once. They were all mounted, and, with such a start as they would have, I knew it would be worse than idle to pursue them.

I therefore directed a block-house to be commenced immediately, and determined to have one company and a howitzer in it, with the stores, and to move with the other two companies, and *all* our stock, towards the Umatilla.

This seemed to be the only way of putting Governor Stevens beyond danger, and at the same time of preserving our animals.

I am, colonel, with respect, your obedient servant,

E. J. STEPTOE,

Brevet Lieutenant Colonel U. S. Army.

Colonel GEORGE WRIGHT, 9th Infantry,

Commanding Northern District, Department of the Pacific.

CAMP ON THE UMATILLA, *September 26, 1856.*

COLONEL: The block-house to which I alluded in my last letter was finished in two days. Captain Fletcher's company was left for its garrison. One howitzer with twenty-five rounds and a detail from Lieutenant Piper's company were also left. I saw everything arranged properly, and then marched at ten o'clock on the 23d. The block-house is very strongly built, with loop-holes and embrasures; a picket encloses the quartermaster and company stores and one face of the house. Captain Fletcher would have no difficulty, in my opinion, in defending himself against all the Indians in Washington and Oregon Territories combined.

I must express my thanks for the aid given to me by Governor Stevens in constructing the block-house. He took a lively interest in the matter, and loaned oxen to haul the logs, and sent some carpenters to assist ours. It was thus that so little time was required for the work, and we were enabled to quit a spot where there was no food for our animals.

I have with me the six wagons retained at the post. It is my intention to stop Captain Russell at John Day's river, to leave with him Lieutenant Piper's company, and to push on to the Dalles with the six wagons (empty) and a detachment of the dragoons. These wagons I have supposed it best to load with oats for the post at Walla-Walla.

I desire much to meet you and understand your views in the present conjuncture. There are many things I wish to say to you, to enable you to comprehend fully what has occurred, and to determine aright what course should be pursued. In general terms, I may say that in my judgment we are reduced to the necessity of waging a vigorous war; striking the Cayuses at the Grande Ronde, and Kamiakin wherever he may be found, or of sending out for the chiefs and endeavoring to arrange matters satisfactorily. Now that the volunteers have left the field, you must be the judge.

I send this by an express, and hope to hear from you before I reach John Day's river. Pardon me for addressing you directly; not knowing whether Lieutenant Owen will be certainly with you, I have preferred to write direct, and so avoid danger of delay.

Truly and respectfully yours,

C. J. STEPTOE,

Brevet Lieutenant Colonel U. S. A.

Colonel GEO. WRIGHT, *9th Infantry,*

Commanding Northern District.

9 $\frac{1}{2}$, P. M.

DEAR SIR: Your note has just come to hand. I think your suggestion of moving to the Umatilla good, but it is impossible for me to move back without assistance. We have around us over 300 Indians. Send your dragoons and a portion of Fletcher's company as soon as possible, and I will go back to your camp. * * *

Yours, &c.,

I. I. STEVENS,

Governor and Sup't Indian Affairs.

Lieutenant Colonel STEPTOE.

[No date.]

DEAR SIR: My party was attacked by the Indians about two and a half miles from your camp. I am now halted on a little stream some three and a half miles from you. We have killed and wounded several Indians, and one of my men is badly wounded.

The Indians, who are now in our front, number, I think, about 250. This is the best estimate I can make. I shall move in the morning and endeavor to make a day's march. But my train is large, and there are a number of loose animals, which leaves but a small force to charge the Indians. The attack was commenced by the Indians. I think your dragoons could do good service, and will suggest that you despatch them.

Truly, yours,

ISAAC I. STEVENS,
Governor and Sup't Indian Affairs.

Lieutenant Colonel STEPTOE.

HEADQUARTERS, DEPARTMENT OF THE PACIFIC,
Benicia, California, October 19, 1856.

SIR: Major General Wool has received your letter of October 2d, enclosing those of the 18th, 20th, and 26th of September from Col. Steptoe, and those of Governor Stevens, not dated.

He directs me to recall to your notice certain instructions heretofore given you, extracts from which are here presented, viz: those of July 3d: "You will recollect that you have nothing to do with volunteers or Governor Stevens." "If you should find them or any citizens in your way, you will arrest, disarm, and send them out of the Yakima country." Those of July 19th: "The Hudson Bay Company and the present settlers at that place (Walla-Walla) will not be disturbed, but you will prevent any others from settling in the Indian country until further orders on the subject are received from the government. The General wishes the instructions heretofore received to govern your conduct towards the two governors." Those of August 2d: "As soon as you have arranged matters with the Yakimas and Klikitats, the General desires you, with the least possible delay, to conduct an expedition of five or six companies against the Walla-Wallas. No emigrants, or other whites, except the Hudson Bay Company, or persons having ceded rights from the Indians, will be permitted to settle or remain in the Indian country, or on lands not ceded by treaty, confirmed by the Senate, and approved by the President of the United States." "These orders are not, however, to apply to miners collecting gold at the Colville mines. The miners will, however, be notified that, should they interfere with the Indians or their squaws, they will be punished and sent out of the country." Those of August 18th: "He further directs that you proceed in person with a command to the Walla-Walla country, and, having done so, made peace with those Indians, established a post there, as before

directed, and cleared that country of volunteers, you can then return to your headquarters." Those of September 1st: "He approves of your arrangements with the Yakimas and Klikitats." "It is important you should go to Walla-Walla as soon as possible, and attend to the establishment of the post in that vicinity, as previously directed. It is also of the highest importance that you, the senior officer, (the chief man,) should see and talk to all the tribes in that region, in order to ascertain their wants, feelings, and dispositions towards the whites. It is indispensable, in order to ascertain the causes that brought the volunteers against those tribes, their conduct towards them during their occupation of the Walla-Walla country, and how the friendly Cayuses have been affected. He wishes you to ascertain what became of the property taken from Fort Walla-Walla. He thinks it equally important that you should learn the feelings and dispositions of the Nez Percés towards the whites."

On reviewing these instructions and your action under them, the General sees nothing wanting to the completeness of the former, and is at a loss to account for the latter. "Were you not aware," he says, "that when hostilities had begun, and the troops been sent to suppress them, the duties of an Indian agent (though a governor) ceased; that the power of regulating the Indians then passed from the civil to the military? Your instructions were too plain to be misunderstood. How, then, could you permit the agent to precede the march of your column to Walla-Walla, to treat with Indians you had been ordered to subdue?"

"You did not go in person, although again and again ordered; and to what end and with what instructions did you send Lieutenant Colonel Steptoe to attend on the Indian agent, to wait his movements, and then enforce the revival of treaties, that you could but know had already led to war with the Yakimas?"

"Were you not yet persuaded of the fatality attending every act of Stevens? whether as agent he made treaties with the Indians, or as governor he attempted to enforce them; that by the former he incited them to hostilities, and by the latter protracted the war? The General has so often apprized you of these things, (the fatuity of Stevens and your authority,) that he cannot understand that you would permit him to assemble the Indians as an agent likely to further your views, or hesitate to prevent him as an intruder certain to thwart them."

But this has been done; and the General earnestly hopes that the annoyance thus given to him may be the greatest cause of regret either you or he may have from the past. Warned by what has occurred, the General trusts you will be on your guard against the whites, and adopt the most prompt and vigorous measures to crush the enemy before they have time to combine for resistance: close the war, and prevent further trouble, by keeping the whites out of the Indian country.

He has sent Major Wyse's company by the boat which carries this, to reinforce you.

He has directed Mr. Robert Newell to report to you as a guide and interpreter. He is well acquainted with the Indians and the country

in which you are operating, and will prove highly influential, and in all respects useful. You will allow him per month whatever you may deem adequate for the services he may render.

I am, sir, very respectfully, your obedient servant,

W. W. MACKALL,

Assistant Adjutant General.

Colonel GEORGE WRIGHT, 9th Infantry,

Com. on Columbia river, via Fort Dalles, Oregon.

No. 5.

REPORT OF CAPTAIN A. A. HUMPHREYS, TOPOGRAPHICAL ENGINEERS,

Upon the progress of the Pacific Railroad Explorations and Surveys.

WAR DEPARTMENT,

Office Pacific Railroad Exploration Surveys,

Washington, November 29, 1856.

SIR: At the date of my last report, November 29, 1855, the party of Lieutenant John G. Parke, topographical engineers, had just returned to Washington from the field. Since then it has been occupied in preparing the reports and maps of the survey, which are now nearly completed.

By instructions from the department, of October 2, 1854, Lieutenant Parke was directed to make explorations to determine the practicability of constructing a railroad from the waters of the Bay of San Francisco to the plain of Los Angeles by the Salinas river valley, and through the spurs of the coast range, which extend to the seacoast, near Point Conception; or, if that was found to be impracticable, by the coast route; to make certain explorations in the Great Basin, in connexion with the route of the 35th parallel, and to explore the country between the Pimas villages on the Gila and the Rio Grande. The attention of the party being particularly directed to such examinations in the latter region as would show the degree of practicability of constructing artesian and common wells.

The survey was commenced at San José, California. The route lay through the Santa Clara, or San José valley, to the Pajaro river; down the valley of this stream to near its debouche into the bay of Monterey; around the foot hills of the Gavilan range of mountains to the Salinas plains, and the valley of the Salinas river, and up the Salinas river to Santa Margarita, at the base of the San Luis Pass.

Thus far, no material obstacles were presented to the construction of a railroad; the Santa Clara valley and Salinas plains affording a peculiarly favorable location for it. A bridge across the Pajaro and some light earthwork at the terminal spurs of Mount Gavilan, and in the valley of the Salinas, between the mouth of the San Lorenzo and Santa Margarita, constitute the heaviest portion of the work for this

distance of one hundred and seventy-seven miles. The maximum grade required will be seventy feet per mile, for two miles.

A month was devoted to a thorough examination of the headwaters of the Salinas river. Reconnoitring parties were sent forward to examine the main stream and its largest tributary, the Estrella and the Cuyama plain, or valley of the Rio de Santa Maria, beyond, while a detailed survey of the San Luis Pass was being made. The explorations about the heads of the Salinas and the Cuyama plain prove that a line through this country would be impracticable. An extensive basin was discovered—the Llano Estero—a tributary to the Tulare valley, which affords a very favorable pass from that valley to the bays of Monterey and San Francisco; the elevation of the summit being about 1,800 feet above the sea. The approach from the Tulare valley is over a plain for about forty miles. The distance from this pass to Kern lake is sixty-five miles.

The elevation of the lake above the sea, according to Lieutenant Williamson, is three hundred and ninety-eight feet. It is believed that a grade of sixty feet per mile will accomplish the descent from the summit westward to the Estrella. The average grade of Estrella creek to its mouth at San Miguel is about twenty feet per mile.

The route was continued across the Santa Lucia mountains, through the San Luis Pass, to the seashore. A detailed survey of this pass was made. It is a sharp divide, composed of slightly metamorphosed sandstone and serpentine rock. The elevation of the summit was found to be 1,556 feet above the sea. It is proposed to tunnel this pass for three-fourths of a mile, commencing at a point about 200 feet below the summit. The maximum ascending grade would be 80 feet per mile. The San Luis creek heads on the seaward side of this pass, and descends rapidly to the plain through a wide valley, flanked on either side by rib-like spurs from the mountain. The descent of the stream is too great to admit the location of the road through or near San Luis Obispo; but, four and a half miles below its source, there is a lateral ravine, from the summit of which the line may be carried along the slopes of the mountains to the small divide between Corral de Piédras creek and Arroyo Grande, a stream running to the Pacific, whose slope, from the point where it is reached, admits a railroad location as far as its mouth. From the summit of the San Luis Pass to the ocean, a grade of 100 feet per mile would be required for fourteen miles. This section constitutes the boldest feature of the route between San Francisco and Los Angeles. Lieutenant Parke is of opinion that for temporary purposes this pass can be surmounted without a tunnel, by resorting to a system of short curves and heavy grades—the greatest 200 feet per mile—similar to that adopted in the location of the Virginia Central Railroad across the Blue Ridge at Rockfish Gap, where the maximum grade is 275 feet per mile. The examinations in the vicinity of San Luis Obispo having been completed, the region lying between the ocean, the plains of Los Angeles, the western edge of the Great Basin, and the heads of the Tulare and Salinas valleys was thoroughly explored. The line adopted as most favorable commences at the Arroyo Grande; traverses the Guadalupe Largo; ascends the Zados Santos summit; descends to the Rio de Tres Alamos;

crosses the spur between Rio de Tres Alamos and the Santa Inez river; passes to the summit of the Gaviote Pass at Santa Cruz—elevation, 700 feet—and, through the lower portion of the Gaviote Pass and creek, to the coast. The maximum grade upon this line is 100 feet per mile, for $5\frac{1}{2}$ miles, through the Gaviote cañon. From the summit of the Gaviote Pass (at Santa Cruz) to the ocean, the location will be bold; requiring heavy work in earth and rock (sandstone) to keep up the grade. A lofty structure will be required across the Gaviote creek, and a heavy cut through a salient point at its mouth. The route around Points Purisima, Arguello, and Concepcion is 14 miles longer. It lies wholly on the terraced shore, and at no point is over 100 feet above the sea.

From Gaviote creek to San Buenaventura—60 miles—the character of the location will be the same as that of the route around Point Conception, being near the shore, and on the terraces.

The most favorable route from San Buenaventura or the Santa Clara river, follows the Semi plain and pass to the San Fernando plain. The Semi Pass divides the San Fernando plain from the Santa Clara plain. A tunnel is proposed here, which will not exceed three-fourths of a mile in length, and, upon closer survey, may be materially shortened. The rock is sandstone of easy cleavage. The summit of this pass is 1,577 feet above the sea; the summit of the grade, 976 feet above that level. The ascending and descending grades are light. The San Fernando and Los Angeles plains are separated by a narrow valley. The route from San José, on the waters of the bay of San Francisco, to near Los Angeles, is divided into nine parts. The length of each division, the maximum grade, and approximate cost are presented by Lieutenant Parke, as follows:

Division.	Length.	Maximum grades, &c.	Cost per mile.	Total cost.
	<i>Miles.</i>			
1	39.25	18 feet per mile.	\$30,000 00	\$1,177,500 00
2	20.75	11 feet per mile.	55,000 00	1,141,250 00
3	45.50	$6\frac{1}{2}$ feet per mile.	30,000 00	1,365,000 00
4	71.50	70 feet per mile.	50,000 00	3,575,000 00
5	24.50	100 feet per mile.	117,142 00	2,870,000 00
6	32.50	63.2 feet per mile.	30,000 00	975,000 00
7	33.50	100 feet per mile.	80,000 00	2,680,000 00
8	58.50	60 feet per mile.	60,000 00	3,510,000 00
9	70.00	63 feet per mile.	30,000 00	2,100,000 00
Total..	396.00	Average cost per mile..	49,163 00	19,468,750 00

* For the line via Point Conception, $13\frac{3}{4}$ miles longer, the maximum grade is 60 feet per mile; the average cost per mile \$60,000. This makes the cost of the entire division \$2,835,000, which exceeds the above \$155,000 and increases the total cost to \$19,623,750.

The above estimates are exclusive of equipment. If we take a proportional amount for this distance of 400 miles of the entire amount estimated for the 32d parallel route, for first equipment, we shall have about \$1,200,000 to add to the above, giving \$20,823,750.

The examinations of the coast route having been completed, the

Mojave river and basin were explored and found to have no connexion with the Colorado river and basin.

Proceeding to the Pimas villages, the initial point of the reconnaissance, a division of the party was made; one-half proceeding via Tucson, San Xavier, and the Cienega de los Pimas, to the river San Pedro, and the other up the Gila and San Pedro valleys. In his report of 1854, Lieutenant Parke suggested the probability of finding a feasible route from the Valle de Sauz to the Gila valley, by passing between the Chiricahui mountains and Mount Graham, and continuing thence, in a northwesterly direction, along the western base of Mount Graham to the Gila. His views in this respect were fully confirmed by the examinations of the division of the party retained under his own command. Following the Gila river to the mouth of the San Pedro, a favorable route was found for nearly the entire distance. The valley of the San Pedro proved to be wide and open; presenting no impediment to a rail or wagon road. There was an abundance of water, grass, and excellent soil, but no growth suitable for timber, though sufficient for fuel. Twelve miles from the mouth a large tributary was encountered, coming in from the east, and a party was organized for its examination. This party, descending the San Pedro for 35 miles from the Quercus cañon, crossed the mountains on the right bank to the plains west of Mount Graham, and pursuing a northwesterly course for 36 miles, found the head of the "Arivaypa," as the newly discovered stream was called. The springs mentioned by Nugent, in his notes of Hay's trip, were found in the Plaza de los Pimas, and a reconnaissance was made of Nugent's Pass. The main detachment passed through the Puerto del Dado, and the smaller through the wide pass between the Chiricahui mountains and Mount Graham, the two uniting on the Rio Sauz, about 15 miles below the Cienega. Examinations made eastward, across the Peloncillo (Sugarloaf) mountains, resulted in the discovery of an excellent pass for a railroad in a more direct line than that of the route of 1854. From this range of mountains an easterly course was pursued, and connexion made with the former survey about 15 miles west of the point where Colonel Cooke's emigrant road diverges to the southwest.

The route between the Rio Grande and the Pimas villages may be divided into three parts—from the Rio Grande to the Valle de Sauz; from the Valle de Sauz to the mouth of the San Pedro; and from the mouth of the San Pedro to the Maricopa wells.

1ST DIVISION. *From the Rio Grande to the Valle de Sauz.*—From the Rio Grande the line ascends the mesa on the right bank by a grade of 60 feet per mile, and pursues a nearly direct westerly course, passing north of Sierra Florida, and 12 miles south of Cooke's spring, crossing the Mimbres bed 21 miles below the sink of the water, and passing through the lowest points of the great depression which characterizes the plateau of the Sierra Madre upon this route. The summit of the plateau is crossed near Cooke's emigrant road. The line then proceeds due west to the Sauz valley, through a pass in the Peloncilla range, (Sugarloaf,) about 4 miles south of the Sugarloaf Peak. The maximum grade upon this division is 64.4 feet per mile. The mean elevation of the plateau is about 4,400 feet above the sea. The sum-

mits of the Florida Pass of the Sierra Madre, and of the Peloncilla Pass, are respectively 4,600, 4,600, and 4,481 feet above the sea. The maximum grade (64.4 feet, is from the Peloncilla summit to the Sauz valley.

2D DIVISION. *From El Sauz to the mouth of the San Pedro.*—From the Sauz the line is projected through the Railroad Pass—the wide opening between the Chiricahui and Pinaleño (Mount Graham) ranges—thence, northwesterly, along the Pinaleño plain to the Arivaypa valley; down this valley to the San Pedro and to the Gila. The summit of the Railroad Pass is 4,600 feet above the sea, 582 feet lower than the Puerto del Dado, and is without doubt several hundred feet lower than any other Pass through this range of mountains, south of the Gila. The Pinaleño plain has a mean elevation of about 4,400 feet. The descent of the Arivaypa to the cañon through the Calitro mountains is about 40 feet per mile for 31 miles; the grade through the cañon and the San Pedro is 60.3 feet per mile, and thence to the Gila 14.4 feet per mile.

3D DIVISION. *From the mouth of the San Pedro to Maricopa wells.*—This division passes along the valley of the Gila, and presents a favorable location, except at about four points where salient spurs obstruct the stream. These are thin, and can be easily removed by blasting. The maximum grade on this division is 15 feet per mile, and it may possibly be increased to 20 feet per mile, in a final location, for a short distance. The distance from the Rio Grande at Fort Fillmore to the Maricopa wells is $345\frac{1}{4}$ miles; being about 23 miles shorter than the line by the former survey. The highest elevation attained is 4,600 feet.

For the purpose of comparing this route with others, and to form an approximate estimate of its cost by an assimilation to roads already built, Lieutenant Parke has divided the country through which it passes into three characteristic portions, viz: prairie, rolling or hilly, and mountainous. The prairie section comprises that portion which will require but little more work than the adjustment of the sills for the reception of the rails; the hilly or rolling, that portion which will require light earthwork and little or no rock cutting; and the mountainous, the bolder features of the line, where side locations and heavy earth and rock work will be necessary. The respective lengths of these divisions are:

Of prairie.....	230 miles.
Of rolling.....	65 “
Of mountainous.....	50 “
Total.....	345 miles.

The longest line of continuous prairie route is 130 miles, and the shortest 25 miles.

The longest line of rolling route is 30 miles, and the shortest 5 miles.

The longest line of mountainous route is 25 miles, and the shortest 5 miles.

The estimates for the final reprot are not yet completed. According

to these estimates, so far as they have been made, the cost of the three sections will not exceed \$30,000, \$60,000, and \$90,000 per mile, respectively, including equipment; making a total of \$15,300,000, or an average cost per mile of the whole line of \$44,000.

With reference to the supply of water between the Rio Grande and the Gila, Lieutenant Parke is of opinion that an abundance can be delivered on the line, at suitable distances, by conduits from the following localities: Cooke's spring, Rio Mimbres, Ojo de la Vaca, Agua Fria, Ojo de Inez, Cienega de Sauz, Croton springs, at the Plaza de los Pimas, Antelope, Dove, and Castro springs, and Bear springs, at the head of the Arivaypa. The above localities are permanent watering-places, and have never been known to fail, notwithstanding the drains upon them by evaporation, by large herds of stock *en route* for the Pacific coast, and the frequent visits of the wandering Apaches. It is well known that while little rain is delivered upon the plains and valleys during the rainy season, the clouds are nearly always hovering over the mountains, dispensing copious showers, furnishing abundant supplies to the springs and streams enumerated. The longest distance between the points which can be supplied with certainty from permanent water, is fifty-one miles. This occurs between Ojo de Inez and Cienega de Sauz; but there are two points in the Pyramid Basin—one east and one west of the Pyramid Range—where there is every reason to conclude that ample supplies of water can be procured by common or artesian wells. The distances between the water-stations proposed along the line are as follows:

From Rio Grande to station 1, 35 miles.					
From station 1 to station 2, 19 "					
"	"	2	"	3, 15	"
"	"	3	"	4, 22	"
"	"	4	"	5, 17	"
"	"	5	"	6, 10	"
"	"	6	"	7, 20	"
"	"	7	"	8, 21	"
"	"	8	"	9, 28	"
"	"	9	"	10, 29	"

The supply of timber along this route is scanty. Cedar and pine are found in the Coppermine mountains and near the sources of the Mimbres. The valleys of the Santa Cruz and the Gila contain dense groves of mezquite, which, particularly in the former locality, will furnish a large number of excellent cross-ties. Cottonwood in limited quantities is found in nearly all the valleys where watercourses exist. There is not timber enough along the line, within fifty miles each way, to supply its demands.

The improvements in the former route made by this survey may be stated in brief to be: A more direct railroad line between the Pimas villages and the Rio Grande, with lighter grades, fewer summits, less elevation, greater supply of water, avoidance of a long jornada, and the introduction of cultivable valleys. It is probable, from the form and geological structure of the basins and plains, that

ordinary wells may be made to furnish abundant supplies of water at distances not too great for the economical working of passenger trains. It has been indicated that in some localities artesian wells may be resorted to if needed.

As a post-route, Lieutenant Parke is of opinion that the route of the thirty-second parallel presents many advantages. By the construction of water stations at suitable distances, and by providing relays at various points, the mails could be transmitted from the Mississippi to San Diego in less than thirty days.

In addition to the results of his own examinations near the thirty-second parallel, Lieutenant Parke presents those of a detailed instrumental survey from the bay of San Diego through Warner's Pass to the Colorado desert, made by Charles Poole, esq., civil engineer, under the direction of the San Diego and Gila Railroad Company, organized under the authority of the legislature of California. Beginning at San Diego, this line ascends the San Diego river to San Isabel, passes through the valley of San Isabel and San Jose to Warner's Pass and to the Indian villages of San Felipe, and from this point through a cañon, to the desert. The maximum grade—107 feet per mile—is at the approach to the San Isabel summit. The grades to the summit of Warner's Pass are 102 and 106 feet per mile. The distance from San Diego to Fort Yuma is 189.1 miles. The whole line is divided into two portions, the prairie and mountainous. Assuming in his estimate that the two are equal in length—stating, however, that “the cheaper is largely in excess”—Mr. Poole says: “we have ten miles at the western, and eighty-five at the eastern section, to be estimated at the lower rate.”

The probable average cost of a single mile of the cheaper portion, to put the road in running order, including

equipment, he estimates to be.....	\$14,515 00
And for ninety-five miles.....	1,388,425 00
And, for the more expensive portion, the cost per mile...	65,085 00
Which for ninety-five miles is.....	6,183,075 00
Making a total of.....	7,571,500 00

These estimates of cost per mile are very much less than those for similar ground in the report of Lieutenant Parke, and in other War Department reports.

Either standard applied to the two routes—the route to San Diego by Warner's Pass, and that to San Pedro by the San Geronio Pass—will give about the same total cost for each. If the object is to reach the bay of San Francisco, the route through the San Geronio Pass is preferable, since after reaching San Diego through Warner's Pass, at a cost equal to that of the route through the San Geronio Pass to San Pedro, there would remain the distance between San Diego and San Pedro—nearly 100 miles—over which it would be necessary to build the road.

In obedience to instructions from the War Department, dated May 1, 1855, a party was organized by Lieutenant R. S. Williamson, corps of topographical engineers, to examine the country lying be-

tween the Sacramento and Columbia rivers, with a view to ascertain the practicability of connecting their valleys by a railroad.

The first 200 miles of the route—from Benicia to Fort Reading, in the Sacramento valley—pass through a settled country. The average grade could not exceed five feet, and bridges would form the only expensive item in the construction of a railroad. Timber and water are abundant.

From Fort Reading two routes to the Columbia river were examined—one east of the Cascade range, and the other between it and the coast range. The former crosses the western branch of the Sierra Nevada by Noble's Pass—a difficult location for a railroad, as there is an ascent, in a distance of 40 miles, of about 6,000 feet. A better line for crossing this range can be had by ascending Pitt river along the route surveyed by Lieutenant Beckwith. A careful examination of the two cañons of this river developed results less favorable than those obtained by Lieutenant Beckwith, but nevertheless demonstrated the practicability of constructing a railroad near them.

The route beyond the upper cañon of this river lies for about 250 miles over a plateau—mostly sterile, though well supplied with water—elevated between 4,000 and 5,000 feet above the sea. This plateau extends from the western chain of the Sierra Nevada, northward, beyond the Columbia, gradually declining towards that river from the head of the Des Chutes valley.

Where timber is wanting in the immediate vicinity of the route, which rarely occurs, the mountains bordering it on the west will furnish an abundant supply.

For nearly the whole distance the average grade will be less than 25 feet, though in a few instances it rises to 100 feet per mile. Difficult work will be found near Upper Klamath lake, and between it and Klamath marsh, where some heavy cutting and filling will be requisite. At the latter place it will be necessary to follow the cañon of Klamath river for about six miles. Near the head of the Des Chutes valley the party divided. Lieutenant Williamson, after a careful examination of the Cascade range in this vicinity, crossed it near Diamond Peak by a pass through which a wagon road has been made. Both the ascending and descending grades were found to be very abrupt. By the road the ascending grades were for $2\frac{1}{2}$ miles 231 feet; for $4\frac{7}{10}$ miles 72 feet, and for 2 miles 42 feet per mile. The descending grades were for 5 miles 23 feet; for $3\frac{7}{10}$ miles 512 feet, and for $2\frac{1}{2}$ miles 311 feet per mile. Below this point they were all less than 125 feet per mile, and they continued to diminish rapidly. The above grades might be reduced by a side location to an ascending grade of 150 feet per mile for 7 miles, and a descending grade of 180 feet per mile for 16 miles, and perhaps even still further. There will be great difficulty in cutting through the dense forest. The summit of the pass is 5,600 feet above the sea.

After crossing the Cascade mountains, the Willamette valley was followed for 150 miles to the Columbia river, the route being favorable and the grades light. The total distance from Benicia to Fort Vancouver by this route is 760 miles.

Lieutenant Abbott, corps topographical engineers, examined the Des Chutes valley to the Columbia river. The impracticability of constructing a railroad across or along the deep cañons cut in the plateau by that river and its western tributaries was fully demonstrated. Proceeding to Vancouver, the Cascade mountains were crossed a short distance south of Mount Flood, through a pass discovered by the party, which is practicable for a railroad, though probably inaccessible on the eastern side. Through this pass an ascending grade of 100 feet per mile would be required for 14 miles, and a descending grade of 123 feet per mile for 30 miles. The summit is 4,500 feet above the sea. For about 55 miles the construction would be difficult and expensive. The pass is a good one for a wagon road.

Lieutenant Williamson was compelled by the lateness of the season to return by water to San Francisco to prepare for a second survey in the Sierra Nevada, near the head of Carson river. Orders were left for Lieutenant Abbott to survey the route to Fort Reading lying between the Cascade and coast ranges. After Lieutenant Williamson's departure, hostilities were commenced by the Indian tribes on this route, which rendered an escort for the small topographical party absolutely necessary. The exigencies of the public service in that region were such, however, as, in the opinion of the commanding officer at Fort Vancouver, to require him to attach the escort that had accompanied the party from California to his command, and it was therefore necessary either to abandon the duty or pass without an escort through a hostile Indian country. The latter course was adopted, and, although the absence of the escort rendered it impossible to make side explorations, the result of the survey proved the route to be more favorable than was anticipated. With the means to make side explorations, it is thought that a route might have been found through this fertile and settled country better adapted to a railroad than the line traversing the sterile region east of the Cascade range.

Through the Calapooya mountains, which separate the Willamette from the Umpqua valley, an excellent pass was found; giving, without difficult or expensive construction, an ascending grade of 31 feet per mile for 2 miles, and a descending grade of 66 feet per mile for 5 miles. The summit is 900 feet above the sea. In the Umpqua valley there are a few hills where the work would be difficult, but it is thought that these may be avoided and a good location obtained to the Umpqua cañon. This pass, a serious obstacle to the construction of a railroad, leads through the Umpqua mountains to Rogue River valley. Its summit is 2,000 feet above the sea. An ascending grade would be required of 207 feet per mile for 7 miles, with some heavy rock cutting, and a descending grade of 192 feet per mile for 2 miles. By side location the latter might be greatly reduced. It is possible that an examination of Cow Creek cañon might have developed a more favorable route.

In Rogue River valley the Grave Creek hills present the principal obstacle. By following Wolf creek to Rogue river they might probably be turned, but this examination could not be made. There is a pass from the valley to the great plateau east of the mountains, which,

if as favorable as reported, would make a good connexion with the route surveyed by Lieutenant Williamson.

Through the Siskiyou mountains, which separate Rogue River and Shasta valleys, the construction of a railroad would be very difficult. The summit of the pass surveyed is 4,500 feet above the sea. An ascending grade of 130 feet per mile for ten miles, with a tunnel six miles long, and a descending grade of 106 feet per mile for twelve miles would be required. A better pass was reported, but again the want of an escort prevented the necessary examinations.

A recent survey made by a number of gentlemen from Shasta to determine the practicability of constructing a wagon road from Shasta valley to Fort Reading, by the valley of the Sacramento river, showed that project to be quite feasible. This route was not examined owing to the lateness of the season, there being no grass upon it at that time, and the animals being nearly broken down. The Trinity trail, which crosses Scott's mountain and Trinity mountain, was followed, and it proved utterly impracticable for a railroad.

By the return route the distance from Vancouver to Fort Reading is 470 miles.

Of the two routes surveyed from Benicia to the Columbia river, that east of the Cascade range may be considered practicable for a railroad. Three hundred and fifty miles of it lie through a fertile and settled region, where the construction would be easy. Two hundred miles are through an unsettled and barren country, but where no very heavy work would be required. The remainder of the route, which side locations would probably render 250 miles long, passes through a wilderness, and would require difficult and costly construction.

By the actually surveyed line west of the Cascade range, there are 500 miles where the construction would be easy, 100 miles that would be difficult and expensive, and 80 miles impracticable.

The field work terminated at Fort Reading, the season being too far advanced to admit of the intended exploration of the Sierra Nevada near the sources of Carson river.

Lieut. Williamson and party reached Washington in January, 1856, and have since been engaged in preparing the maps, drawings, and detailed reports of the survey. These are now in an advanced condition.

The party under the direction of Captain John Pope, topographical engineers, organized by the instructions of the department of January 5, 1855, to ascertain the practicability of constructing artesian wells upon the arid plains of Texas and New Mexico, has continued its labors during the past year. The region selected for the field of its first operations is described by Captain Pope as extending from the Rio Grande east to the headwaters of the Canadian, the Red river, the Brazos, and the Colorado, with their tributaries. It is included between the parallels of 30° and 36° N. latitude, and comprises an area of about 100,000 square miles. The river Pecos flows through it in a general SSE. direction, dividing it into two nearly equal parts. Three chains of mountains generally, parallel, averaging 3,000 feet above the plain and about fifty miles apart, lie to the west of the Pecos, the easterly range (called at the crossing of the 32d parallel

the Guadalupe mountains) being fifty miles distant from that river. The strata of the valleys between these chains have been broken through by the up-heaved mountains, and the ruptured edges lie along their sides at altitudes from 600 to 2,000 feet above the lowest lines of the basins between. From the notes accompanying the meteorological observations, it appears that the amount of precipitation for the year in rain and snow is from four to five times as great upon the mountains as it is upon the plains. Descending upon the summits, it is shed along the faces of the hard rock until it reaches the upturned edges of the broken and porous strata, through which it percolates. The water is thus intercepted from running over the country below, and forms reservoirs beneath the earth, which, if reached by boring at any point lower than the source, must rise and overflow the surface of the ground. The division of the region referred to lying east of the Pecos is a vast undulating prairie, called the Llano Estacado, or Staked Plain. It is a table-land, about 3,500 feet above the level of the sea, with a dip towards the southeast. There is neither timber nor water upon its surface. It is subject to the same influences as the valleys above referred to, except that there is no mountain range at the east to correspond with the Guadalupe mountains, along the base of which the western edges of its strata outcrop.

The first point selected for boring was near the 32d parallel and about fifteen miles east of the Pecos. The party reached this position in the latter part of May, 1855, and the boring was commenced about the first of June. In three and a half months the well was sunk to a depth of 641 feet, through sandstone, marl, and clay. At a depth of 360 feet pure and clear water was reached, which rose to within 290 feet of the surface of the ground. About 200 feet lower, water was again met with; and at the lowest point attained, a third supply of water forced its way up through the sandstone in which the boring was being carried on. Here the rapid rising of the water so softened and undermined the beds of clay and marl that the well caved in, and it was found impossible to clear it. The details of these operations were given in my last annual report. It was mentioned in this report that the supply of tubing taken with the party, (500 feet,) which, from the character of the formation, had been deemed ample for all the trials to be made, had been found insufficient for this well, and that Captain Pope was obliged to suspend further boring upon the Staked Plain until he could receive additional tubing, and had in the mean time proceeded to the execution of the second duty assigned him—that of ascertaining the practicability of constructing artesian and other wells upon the route explored by Lieut. Parke between the Rio Grande and the Gila rivers.

The point selected for trial was ten miles distant from Fort Fillmore, on the plain west of the Rio Grande. The operations were begun about the 1st November, and continued until the 15th February, at which time a depth of 293 feet had been bored through a porphyritic detrital deposit, slightly united by calcaceous cement, with occasional beds of tenacious yellow and red clay. The boring, which was very difficult, had not passed through this formation when the

	WV	
II	II	
AA	AA	
II	II	
WV	WV	
II	II	

party moved to the Pecos to meet the new supply of tubing, the arrival of which at that stream was expected to take place about the 1st of April. While the operation of boring was going on west of the Rio Grande, a reconnaissance was made to ascertain the practicability of boring artesian wells upon the Jornada del Muerto. The result, in the opinion of the geologist, made it probable that, to be successful, they must be carried to the depth of 1,500 feet, where the carboniferous strata would be found that outcrop on the mountains east and west of the Jornada. From this opinion Captain Pope dissented, and gave reasons, connected with the thickness of the detrital deposits and the stratified rocks, composing in part these mountains, which induced him to think that it would not be necessary to carry the wells to more than half the depth assigned by the geologist.

The point west of the Rio Grande, where the boring was made, lies in the continuation of the basin of the Jornada del Muerto; the thickness of the formation varying from those found in and near that Jornada.

The party of Captain Pope arrived on the Pecos the second time about the last of March, 1856, and resumed the borings for an artesian well at a point five miles east of that where the work had been carried on the previous year. Commencing to bore on the 5th of April, the depth of 245 feet was reached by the 16th. Here water was encountered, which rose 25 feet in the well, and remained at the level to which the first water met with the preceding year rose. The new supply of tubing was now needed, but it had not arrived. In my report to the department of November 29, 1855, it was stated that by your directions measures had been taken to supply additional tubing to Captain Pope in order that he might resume the work on the artesian well near Pecos in accordance with his instructions.

This tubing was prepared in Philadelphia, and, after being inspected by me, left there about the 20th January. It consisted of 1,200 feet of wrought-iron tubes, 3 inches interior diameter, with a thickness a little exceeding $\frac{3}{16}$ of an inch, cut in lengths of 9 feet, with screw joints. As a precaution, 400 feet of $1\frac{1}{4}$ -inch wrought-iron pipes, in lengths of 9 feet, with screw joints, such as are used for boring rods, were sent with the tubing, as they would doubtless be of use for other purposes, if not wanted or not suitable for boring-rods. The tubing and pipes reached New Orleans on the 5th February, and were shipped in the steamer for Indianola on the 7th of that month. Long delay occurred between Indianola and San Antonio, the roads being almost impassable, and the supply of tubes, pipes, &c., did not leave San Antonio until the 27th March, arriving at Captain Pope's camp on the Pecos on the 29th April. As before stated, on the 16th April the boring had been carried to the first water-bearing stratum, 245 feet below the surface, beyond which it could not be sunk without the tubing. With the tubes a depth of 450 feet was soon attained, when the third piece of tube from the bottom gave way, spreading outside of and partly enveloping the piece below, and rendering it impracticable to continue the well further. As much of the tubing as could be got out was withdrawn, and the work again commenced at the surface on the 20th May. At the depth of 676 feet the lower

stream, nearly approached the preceding year, was met with, the water rising to within 110 feet of the surface.

The supposition formed last year, upon piercing a stratum of dark blue shale, that the carboniferous strata of the Guadalupe mountains would be entered near this depth, proved to be unfounded. On the 20th July a depth of 809 feet was attained. The report upon the condition of the work at this date states that 1,200 feet of boring-rods (wooden) had been taken originally with the party, but at that time they had been reduced by breakage, &c., to 860 feet. The hope was however expressed that, with the use of the ash tent-poles of the party and command, (the country not affording supplies of suitable wood,) the depth of 1,000 feet would be attained by the close of August, if water was not sooner reached. This anticipation, however, was not realized. At the depth of 830 feet, the boring, after passing through strata of clays, marls, and soft sandstones, entered hard sandstone. On the 26th of August Captain Pope reported that the work had been brought to a close at the depth of 861 feet, as his boring-rods had been exhausted and all the boring material in his possession consumed.

The tubing sunk during the boring was left in the well, which was so secured that the work may at any time be resumed. No new supply of water had been encountered below that met with at the depth of 676 feet.

It is to be regretted that the boring could not have been continued to the depth of about 1,000 feet, since there is great probability that a large supply of water, overflowing at the surface, would have been found, at or near that depth, coming from the permeable carboniferous strata lying on the flank of the Guadalupe mountains. No information having reached this office of an anticipated deficiency of boring-rods or boring material other than tubing, no supplies were sent by me except those already mentioned. Previous to the arrival of the tubing at the Pecos, some apprehension was expressed that it differed in dimensions from that taken to the field by the party, and could not be used with the same drills. The diameters of the two sets of tubing proved, however, to be nearly identical.

Geological and topographical surveys were made, in connexion with this work, on the lines traversed by Captain Pope's party. The route near the 32d parallel, between the Pecos and the Rio Grande, was re-surveyed, and the proposed railroad line modified and improved. The Guadalupe mountains were examined for 75 miles, from the Southern High Peak to the Lymphia mountains, but no pass found so favorable as that now traversed by the road, (the Guadalupe pass.) A new examination of this pass has led Captain Pope to the conclusion that the maximum grade, in following it, may be reduced from 108 feet to less than 80 feet per mile. Water is to be found at intervals of less than two miles, from this pass nearly to Ojo del Cuerbo. Forests of pine line the summits of the range for 30 miles north of the pass, and are also found upon the adjacent mountain chains.

Between Ojo del Cuerbo and El Paso two new lines have been surveyed; the first passing the Waco mountains, with a maximum grade of 60 feet, and with a summit-level 200 feet lower than that of the

route pursued in 1854; the second line lengthening the route 10 miles, but reducing the maximum grade to 40 feet, and avoiding the Waco mountains.

It is reported by Captain Pope that an examination of the Llano Estacado has developed an unfailing source of fuel in the mezquite root which exists there in great abundance. The wood thus furnished is of a hard and compact structure, and varies in size from three to six inches in diameter, affording a superior charcoal. Specimens of the wood and charcoal have been brought in for examination.

A topographical as well as geological survey was made of the Jornada del Muerto and the country between the Rio Grande and the Mimbres, and the mines of the Organ mountains examined.

Astronomical positions were determined at different points along the routes traversed, and from data collected by many months' observations, a point was fixed in longitude near the intersection of the thirty-second parallel with the Pecos river, and a stone monument erected to mark its position.

Elaborate magnetic and meteorological observations were made during the time that the party was in the field. These observations embraced a period including the different seasons of the year, and extended over lines connecting the low lands near the Gulf of Mexico with the high table-lands of the interior.

The party of Captain Pope has recently returned to Washington, and is now employed in preparing detailed reports of the operations that have been conducted under his direction.

The geological and other sub-reports which accompany the reports of the various surveys will form the subject of future notice. They contain material valuable in its bearing upon the construction and working of a railroad, and in a scientific point of view. They are merely referred to here; the object now being to present only those general topographical features which will be looked for with most interest, as chiefly solving the question of the comparative practicability of the different routes.

Certain maps, drawings, and scientific papers that were still in progress at the date of my communication of November 29, 1855, and which are intended to form part of the reports submitted by the first exploring parties, have been, with one exception, completed.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

Captain Topographical Engineers, in charge.

HON. JEFFERSON DAVIS,

Secretary of War.

No. 6.

REPORTS ON THE CAPITOL EXTENSION, RE-CONSTRUCTION OF THE DOME, AND
POST OFFICE EXTENSION.OFFICE OF THE EXTENSION OF THE CAPITOL,
Washington city, November, 1856.

DEAR SIR: I have the honor to report the progress during the past year of the works of the extension of the United States Capitol.

At the date of my last annual report, the marble facings of the wings had been carried up to the average level of the attic window-sills, a few pilaster capitals of the exterior had been set, but some parts of the work were not above the level of the windows of the principal story, and gaps, particularly in the eastern fronts, were unfilled. None of the entablature had been set.

The roof arches of the attic had been begun, and part of the iron roof trusses of the Representative hall had been set up.

During the past year, the marble work has been levelled up to the top of the architrave. Much of the frieze and lower course of cornice has been set, and upon the north and south fronts of the south wing and upon the south front of the north wing a considerable portion of the cornice has been finished, and the blocking course of the balustrade has been begun.

A large quantity of work has been cut for the connecting corridors, but it is considered better not to begin the erection of these corridors until next spring, when it is hoped that during the long recess, the materials being prepared, they can be put up without interfering with the convenience of Congress.

The marble columns of the corridor in the basement of the south wing have been all set, and the cast-iron entablature and ceiling completed.

The marble work of the vestibule of the Senate has been nearly all cut, and the workmen are now engaged in completing this apartment. The pilasters and their capitals, with the architrave resting upon them, are in place. The setting of the bases of the columns is begun. This work will be finished in a few weeks. The steps of the lower flight of one of the principal and four of the private stairs of the north wing have been set, but the want of the large platforms, ordered more than a year since, has interrupted the work. There are a number of steps cut, which will be set as soon as the platforms, daily expected, reach here and are worked.

Some of the polished marble panelling, hand-rail, and balusters of the principal stairs have been prepared.

Capitals for the columns of the House vestibule, and for the Senate retiring-room, have been carved.

A large quantity of polished marble skirting has been set in the different committee rooms and corridors of the building.

All the mantelpieces for the basement are finished, and most of them have been set. A number are prepared for the rooms of the principal story.

These mantels are made from original designs. Some of them are of Italian marble, and others of native colored marbles. None of the Vermont marble, or of the Frederick county (Maryland) marble, referred to in my last report, has yet been received.

The beautiful variegated Frederick county marble does not exist in quantities sufficient to justify the attempt to quarry it, and the proprietors of the Vermont quarries have not yet succeeded in filling the order given more than a year since. As I write this, I hear from them that they have succeeded in quarrying a few blocks of a suitable size, and are about to forward them to the Capitol.

Messrs. Rice, Baird & Heebuer had delivered, under their contract for the marble of the exterior, at the date of my last annual report, 184,433 cubic feet of marble, costing \$287,851 40. There had also been purchased of them, for the work of the interior and for the statuary of the pediment, not included in their contract, 8,166 cubic feet, costing \$13,596 95.

There had also been received 2,255 cubic feet of Tennessee marble for the stairways, and 1,727 cubic feet of Italian marble. During the year ending 30th September, 1855, the whole quantity received was 71,954 cubic feet, costing \$131,015 16. During the year ending 30th September, 1856, the whole quantity received is 76,286 cubic feet, costing \$169,055 12. Of this, 54,018 cubic feet, costing \$97,082 60, was delivered under the contract of Rice, Baird & Heebuer. Of the remaining 22,268 cubic feet (costing \$71,973 52) 3,892½ feet are Lee marble, and 14,911 feet are Italian marble for interior work. The remainder is colored marble, principally Tennessee, of which 2,925 feet, costing \$20,474 43, have been received during the year.

The work done under the contract of Messrs. Provost, Winter & Co., during the year ending 30th September, 1856, has amounted to \$254,981 55.

Brickwork.—This has consisted in completing all the floor and roof arches of the wings, building the cross-walls to support the metal roof over the attic ceiling arches, backing up the marble in the exterior walls, preparing foundations for the marble columns, setting mantels, building air-ducts in the cellars, and levelling up the floors to receive the tile pavements.

Six stairways of granite, four descending from the basement to the cellars, and two leading from the attic to the roof, have been built during the year.

There have been received during the year 569,786 bricks, in addition to 1,662,841 which were on hand at the time of my last annual report, of which 2,012,627 have been laid in the work during the past year, and there are now on hand 220,000. The whole number of bricks laid in the building, thus far, is 18,346,658.

Plastering.—Many rooms in all the stories and many of the corridors have received the first coats of plaster. The last coat it is better to reserve until the final finishing and decoration of the rooms is to be begun.

Floors.—Considerable progress has been made in laying the tile floors; designs of many floors in the principal story have been pre-

pared, and the manufacture ordered. Those laid thus far are confined to the basement story.

The store-rooms of the south wing, and the exterior ranges of committee-rooms of the basement of both wings, are nearly all floored. Much of this work, however, remains to be done.

The manufacturer and patentee of the chalcedon, referred to in my last report as a beautiful material for flooring, has failed to fill the order for two small pavements given to him to test its fitness and his ability to make it in quantity.

Roof.—The whole of the two wings have been covered with metallic or glass roofing during the year.

The covering is of corrugated copper, secured to iron purlins.

Over the arches of the committee-rooms, the purlins rest upon thin brick walls. The spaces between these walls will be used as store-rooms.

Over the Senate chamber iron trusses of $83\frac{1}{2}$ feet span, and over the Representative chamber of 96 feet span, support the corrugated copper covering and the glass skylights.

The stairways will be roofed with glass supported on iron trusses of 30 feet span, of simple and light construction, which are in place already.

A portion of the skylight of the Senate is yet unglazed, and the glass for the stairways has not yet been received, though expected shortly. It is being manufactured in this country, and the delays and accidents incident to a new manufacture have interfered with its delivery at the time agreed upon.

Iron-work.—The ceilings of the Senate and Representative chambers of cast iron have been completed. They are very rich in design and of light construction. They are supported by the iron truss frames of the roof. Those for the members' retiring-room and the rooms under the House and Senate are in progress.

The gallery fronts of both House and Senate are being made of cast iron. Parts of them have just been shipped from the manufactory in New York, and will be here in a few days.

The door frames throughout the building are of cast iron. Those of the basement are nearly all in place. Those for the other stories are in hand, but have not yet been delivered.

The window-casings of all the stories are also of cast iron. All those for the basement and many in the principal story are set. Those for the attic are now being delivered.

Carpentry.—The window frames of all the windows have been completed and set. The sash of the lower and principal stories are glazed and set, and part of the sash of the attic is completed. The making and putting up of centring and scaffolding, making of doors and window frames and sash, have employed during the year a large force of carpenters.

Sculpture.—The models of the Pioneer and the America for the pediment, both colossal, have been received during the year; the marble for the Pioneer is here, and that for the America is on its way from the quarry. The remainder of the models have arrived in New York, but have not yet reached Washington.

The Mechanic has been completed in marble—the group of Youth will be finished this month.

The Commerce, Instruction, and War are well advanced in the marble.

The bronze work for the doors of the galleries of the legislative halls is well advanced.

Painting.—The room of the Committee on Agriculture, in the south wing, has been painted in fresco with appropriate subjects. The same style of decoration, so far as possible, is being carried out in other rooms.

In the room of the Judiciary Committee of the Senate the ceiling has been painted in distemper, with four small paintings in fresco in the arches. The walls have been colored in encaustic, reserving four spaces for fresco paintings. This room is temporarily occupied by the Court of Claims.

The room of the Committee on Foreign Relations has been completed, with the exception of four spaces reserved for fresco paintings. The ceiling here is distemper, the wall encaustic.

In the Post Office and Post Roads Committee room the ceiling only is finished. It is in distemper. This room is now occupied by the superintendent of the folding-room as a store-room for books.

The Senate Naval Committee room is being painted, the ceiling in distemper and fresco, the walls in oil. The decoration of this room is in the style derived from the remains of ancient painting in the baths of Titus and the excavations of Pompeii. Panels on the walls are being filled with pictures of our naval battles.

The room of the Committee on Commerce is also in hand.

In the south wing the decorators are at work upon the rooms of the Committees on Public Lands and Territories.

The iron ceiling of the Representative hall is being painted and decorated. The beams and panels are being painted with positive colors, and the mouldings generally of the ceiling and cornice enriched with gold and bronze, relieved by strong colors.

The effect, as far as the work has progressed, is very rich and magnificent.

Warming.—The wrought-iron pipes for heating the building are nearly all delivered, and workmen are now employed in putting them together in coils, and in laying the brick air-ducts for the supply of air to the various coils, and through them to the committee-rooms.

The boilers will be placed outside the wings, in vaults to be constructed under the pavement between the new and old buildings. The plans for these vaults are arranged, but, as the boilers cannot be completed before next spring, it is not intended to commence their construction before the adjournment of Congress. They could not have been commenced before this time without interfering with the progress of the marble-work of the wings.

The following list shows the labor applied during the year :

	Days.
Architect.....	314
Clerks.....	1,040
Draughtsmen.....	2,117

	Days.
Engineers.....	291
Foremen.....	3,533
Receiver and assistant.....	628
Sculptors	791
Modellers	710
Bronze-workers	618
Masons	5,352
Carpenters.....	14,468
Plasterers	1,832
Decorative painters.....	760
Painters	3,040
Stone-cutters.....	575
Firemen	340
Steam-engineer.....	378
Machinists	1,159
Copper-smiths.....	1,234
Smiths	7,608
Smiths' helpers.....	7,631
Watchmen	2,957
Carton-pierre workers	1,353
Riggers	191
Applicateurs of asphaltum	575
Messengers.....	628
Laborers.....	33,193
Horse and carts.....	363

 93,679
By contractors.

Foremen	1,330
Carvers.....	10,014
Setters.....	1,312
Marble-cutters.....	47,636
Smiths	3,572
Teamsters	2,318
Laborers.....	23,472
Horses.....	1,762
	91,416
Total number of days.....	185,095

CASH ACCOUNT.

Amount available 30th September, 1855.....	\$747,918 80
Amount appropriated 1st August, 1856.....	750,000 00
	1,497,918 80

Amount in treasury undrawn 30th September, 1856	\$635,000 00
Deposited with Treasurer of the United States at Washington, and assistant treasurers at New York and Philadelphia, subject to checks of superintendent, on 30th April, 1856.....	71,537 51
Cash in hand for pay-roll.....	158 40
Amount available 30th September, 1856.....	\$706,695 91
Amount expended in year ending 30th September, 1856	791,222 89

The following appropriations have been made for the extension of the Capitol, viz:

Appropriation of 30th September, 1850.....	\$100,000 00
Joint resolution of 14th April, 1852.....	500,000 00
Deficiency bill for year ending 30th June, 1853.....	400,000 00
General appropriation bill for year ending 30th June, 1854	600,000 00
General appropriation bill for year ending 30th June, 1855	750,000 00
General appropriation bill for year ending 30th June, 1856	325,000 00
General appropriation bill for year ending 30th June, 1857	750,000 00
Total appropriated.....	3,425,000 00
Of which there has been expended to 30th September, 1856	2,718,304 09
Leaving available for the fiscal year ending 30th June, 1857	706,695 91
Amount required for the service of the year ending 30th June, 1858.....	\$900,000 00

All of which is respectfully submitted by your obedient servant,
M. C. MEIGS,
Captain of Engineers, in charge.

Hon. JEFFERSON DAVIS,
Secretary of War.

OFFICE OF EXTENSION OF UNITED STATES CAPITOL,
Washington, November 13, 1856.

DEAR SIR: I have the honor to report the progress of operations for rebuilding the dome of the Capitol.

At the date of my last annual report, the temporary roof over the rotundo was in place, and required only painting to be finished. The upper and wooden portion of the old dome was partly demolished. The iron work and other parts of the derricks and cranes were nearly ready.

As the removal of the lower part of the old dome, composed of stone and brick masonry, would necessarily be attended with great noise and dirt, and was not without danger to the occupants of the rotundo, it was not thought proper to attempt it during the session of Congress.

There was also much misapprehension in Congress in regard to the plans and estimates for the stone, and some disposition was indicated in the committees to recommend a change in the plan which had been adopted by Congress. For these reasons the work was confined to completing the derricks, cranes, and other machinery, and to the casting of the columns of the peristyle of the dome. These could all be made useful in any plan which might be finally adopted by Congress.

At the end of the session the machinery was all complete and in place. One of the iron columns was hoisted to the top of the eastern portico, for the purpose of testing the working of the derricks and steam-hoisting apparatus, and showing the effect of the colonnade at that height.

The full consideration given to the matter in Congress resulted in an appropriation of one hundred thousand dollars for continuing the work upon the plan first adopted by them. Immediately after the adjournment, in August, the demolition of the masonry was commenced.

The exterior facing of the dome and of the rotundo wall, above the roof of the Capitol, was of cut sandstone. The arch of the inner dome itself, for about two-thirds of its height, was of brick, with a heavy stone curb at the top, in which the wooden structure rested.

The stone work has been removed down to the broad projecting exterior cornice, which, at a height of sixty-four feet above the rotundo floor, terminates the vertical wall.

The brick lining has been removed down to the level of the interior cornice, forty-eight feet above the floor. The back of the stone work of the wall above the interior cornice is thus exposed. The stone proves to be well cut, but badly set. The joints are not well filled with mortar, and that which partly fills them is not of good quality.

The use of hydraulic cement was unknown in the country when this masonry was laid. Many of the stones are broken by the unequal settlement, and unequal bearing to which they were exposed from this faulty construction. Below this level the wall is composed principally of brick, with an interior facing of cut stone.

In order to secure a firm and solid foundation for the iron work, the brick lining which has been removed is being replaced by brick work laid in cement mortar, and tied together with hoop-iron bands.

The joints of the stone work are being cleaned out and filled with a grout, composed of cement and water, without sand. This grout can be injected, so as to perfectly fill the joints and secure a proper support for every stone.

The brick and stone will be connected by numerous iron cramps, and by heavy iron ties let into the stone, in addition to the hoop-iron bands, used in the brick work.

By this means I expect to make a capping to the wall of some twenty feet in height, perfectly solid, and so tied together that it will act as one mass to distribute the weight of the dome over the whole of the lower wall. Of the strength of this construction there can be no doubt.

The sandstone of which the outer facing is composed crushes under a weight of 750,000 pounds to the square foot. The bricks vary in strength from 360,000 to 1,772,000 pounds to the square foot.

Experiments which I have made upon small cubes of brick and mortar taken from the works of the Capitol extension, only two years old, gave a strength of 192,000 to 339,000 pounds to the square foot. Those five years old bore 700,000 pounds to the square foot.

These results so far exceed the strength required for resisting the crushing weight of the iron work, as to leave no room for anxiety on that point.

The most striking example of the tenacity given to brick work by the use of hoop iron bond, is the experimental arch built by Brunel at the Thames tunnel. This was a semi-arch projecting from the face of a pier to a distance of sixty feet. A corresponding projection on the other side of the pier served to balance it. By the skillful use of hoop iron in the horizontal joints of the spandrils, and of hard brick and cement throughout, an arch was thus projected from the side of a pier equivalent to the half of an arch of 120 feet span, with only ten feet rise.

Part of the iron work for the dome is already delivered. The 36 columns of the peristyle, 27 feet in height, with their caps and bases, have been received. The shafts, caps, and bases have all been turned and fitted together. Some of the caps have been fitted with their foliage and volutes, but this work is not yet completed.

There are two cast-iron cornices, with a row of enriched panels, to be built into the brick wall below the colonnade. The brackets which support the lower cornice, and part of those which support the upper cornice, have been received. Part of the panels are also delivered.

The plates and foliage which these brackets support, and which make the profile of the cornice, are being manufactured in New York.

The heavy brackets, weighing two and a half tons each, upon which the wall and columns of the dome will rest, are about to be cast in Baltimore.

The columns, capitals, bases, and shafts were cast in Baltimore, and fitted up in the work-shops here.

During the approaching winter, the working drawings for the whole structure will be prepared, and the castings made, to carry the framework up to the height of about one hundred feet above the rotundo floor, and it is hoped that this work can be set soon after the resumption of operations in the spring.

There will be required for the service of the fiscal year ending 30th June, 1858, the sum of \$500,000.

Cash Account.

Amount available 30th September, 1856.....	\$93,826 26
Appropriated in 1856.....	100,000 00
	193,826 26
Expended in year ending 30th September, 1856.....	36,911 41
Available for service of year ending 30th June, 1857....	156,914 85
Required for service of year ending 30th June, 1858.....	500,000 00
The total estimate for the dome is.....	945,000 00
Appropriated in 1855.....	\$100,000
Do. 1856.....	100,000
	200,000 00
Yet to be appropriated.....	745,000 00
Of which there will be required for next year \$500,000.	

Respectfully submitted.

M. C. MEIGS,
Captain of Engineers.

Hon. JEFFERSON DAVIS,
Secretary of War.

OFFICE OF EXTENSION U. S. CAPITOL,
Washington, November 15, 1856.

DEAR SIR: I have the honor to report the progress of the work upon the continuation of the Post Office building during the past year.

At the date of my last annual report the cellars had been excavated and the foundations laid, and the cellar walls generally raised to a level to receive the marble and granite superstructure, except on that portion of the east front then and still occupied by the city post office.

During the past year the basement story of that part of the building commenced has been raised to its full height.

The marble work of the basement on the west front is completed, and the basement cornice set. On the north front the piers of the arcade of the post office delivery are not yet finished, owing to the want of some few blocks of stone not yet delivered.

On the east front the work is delayed by the necessity of leaving the buildings now occupied by the city post office.

The granite facing of the court yard has been raised to the level of the floor of the principal story, and a small portion of the cornice set.

The granite piers and arches of the inner arcade of the post office delivery are completed and set.

The gateway into the court yard through the west front is finished.

The gate arch is decorated with sculptured figures on the spandrels and a mask upon the keystone.

The cast iron ceiling of this gateway, and the cast iron beams to support the floor and partition walls above, are now being set.

The floors of the lower story have been constructed of brick on wrought iron beams, and part of those of the principal story are also finished.

A large quantity of marble has been received and worked, but cannot yet be set for want of blocks to occupy lower places in the walls.

Some of the work of the attic story is completed.

The cellar of the pavilion in the court yard has been excavated, the foundation of concrete laid, and the cellar walls are now being built. The construction of the iron roof of this pavilion is begun.

The cast iron ceiling for this room, and for the large upper room in the centre of the north front, are now being manufactured, and will be ready by the time the walls are prepared.

Cast iron door and window casings are also in progress.

The supply of marble and granite has not been as regular as was desirable. Much greater progress could have been made in the work had we been able to obtain materials regularly and abundantly.

The marble for the east and west fronts comes from the quarries of J. F. Connolly, Baltimore county, Maryland. Of this there had been delivered, on the 30th of September, 15,485 cubic feet.

The marble of the north front is from the quarries of the Lee Marble Quarrying Company, Berkshire county, Massachusetts. They had delivered, on the 30th September, 5,418 cubic feet.

The granite is from the quarries of Sumwalt & Green, on the Patapsco. They had delivered on the 30th of September 14,164 cubic feet.

There was received, also, from Maine 4,346 cubic feet of granite of an inferior quality, which was used in the cellar walls.

There have been received 883,527 bricks, (including 33,362 cornice bricks,) of which all but a small number have been laid in the walls and floor arches.

There will be required for the service of the next year the sum of \$200,000.

Cash account.

Available 30th September, 1855.....	\$248,799 24
Appropriation of 1856.....	300,000 00
	548,799 24
Expended in year ending 30th September, 1856.....	168,974 07
Amount available 30th September, 1856.....	379,825 17

Appropriation necessary for the service of the fiscal year
ending 30th June, 1858..... \$200,000 00
Respectfully submitted.

M. C. MEIGS,
Captain of Engineers.

Hon. JEFFERSON DAVIS,
Secretary of War.

No. 7.

COMMUNICATION FROM THE COMMANDING GENERAL AND STATEMENTS FROM
THE ADJUTANT GENERAL.

HEADQUARTERS OF THE ARMY,
New York, November 18, 1856.

In conformity with usage the undersigned, the immediate commander of the army under the President, submits, through the Department of War, his annual report on the general condition and wants of the service.

In a similar report, 1849, I observed that "considering the present distribution and employment of the army, it would be quite a misnomer to call it a *peace* establishment." During the seven years which have elapsed, nearly all our corps have been, as before, constantly on the alert, and much of the time engaged in hunting and fighting Indians in the midst of difficult forests, swamps, and mountains, with a great loss of life and health from wounds and disease. On the part of many officers who have survived those conflicts, there have been frequent displays of conduct and courage which, in my judgment, it would be just, as well as politic, to honor by brevets.

The general state and distribution of the army will have been reported from the office of the Adjutant General. In regard to certain of its wants which have already, to some extent, attracted legislative attention, though, as yet, without success, I proceed hopefully to reiterate, in part, views and recommendations which may be found at large in my former reports.

1. It has been gratifying to observe, within the past year, that the recent legislation for the benefit of enlisted men, increase of pay, with the offer of conditional promotion to sergeants, &c., have been attended with the good effects anticipated, an improvement in the character of the rank and file, &c. A further benefit of the same kind would, it is believed, result from a change to the system of recruiting heretofore proposed by me, each regiment to keep two of its companies (assigned alternately) on depot service for filling its own ranks.

2. That the efficiency of the army would be greatly promoted by a provision for the retirement of superannuated and other disabled officers, is a proposition already so repeatedly urged by the War Department and by military committees of Congress, as well as by the General-in-chief, that it need not be here further dwelt upon.

3. The want indispensable to the well being of the army, and now the most pressing of all—pressing when first presented and yearly becoming more so—is an increased compensation to commissioned officers (such as has already been accorded to the rank and file) proportional to the altered condition of our country and times, or the great depreciation of money since the present tariff of pay and subsistence was established. Originally this was deemed quite moderate, and had, for many years, been undergoing a slow diminution; but our recent successes in arms, adding immensely to the territory and wealth of the Union, have suddenly diminished the necessities and

comforts of officers thirty per centum more, making, in all, forty or fifty per centum, by a corresponding diminution in the value of their stationary receipts, while in every other department of life, public and private, the rewards of labor, talent, and science have, by an equitable advancing scale, remained as before. It certainly seems a peculiar hardship upon our officers who contributed so much labor, talent, science, and *blood* towards those successes, that they should thereby have reduced themselves to a state of comparative poverty. But hope, though long deferred, still confides in the justice of Congress.

In my last report I presented a plan of moderate relief for the future. Its features were an addition to the monthly pay, an increase of the commutation price of rations, and a *service-ration* for every three (instead of as now every five) years on duty. Except in the last point, this scheme is approximated by the plan of the House bill No. 551, (second section,) which was before the present Congress at its first session, and which, if it passes, would, no doubt, afford very material relief to all in commission.

In considering the policy and equity of such relief, it is but just to remember that the military profession absolutely separates the officer from every pursuit of private interest—that it claims despotic control over his time and movements and energies. As he belongs to the service entire, upon it alone he must depend; and hence it should secure him a reasonable support. Nothing more than this has been aimed at in any quarter, as no augmentation that has been suggested approximates to that (four-sevenths of the former pay) recently accorded to all under the rank of lieutenant.

4. In this connexion, I again suggest an amendment of the pension laws so as to place the army on the same footing with the navy, the existing discrimination of law being greatly against the army.

To effect such equalization would involve scarcely any change in detail of the present code beyond some such provision as the following:

The cases of officers, non-commissioned officers, and enlisted men of the army who have died or may die by reason of injury received, casualty incurred, or of disease contracted while in the line of their duty, *to be placed on the same footing with those of the several ranks of the navy in like cases, as by law now established in respect to pensions*, assimilating the various ranks equitably for the purpose.

Respectfully submitted.

WINFIELD SCOTT.

Hon. JEFFERSON DAVIS,
Secretary of War.

A.—Organization of the regular army

	Major general.	Brigadier general.	Adjutant general.	Assistant adjutant general, (lieutenant colonel.)	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet.)	Judge advocate.	Inspectors general.	Quartermaster general.	Asst. quartermasters general.	Dept. quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissary general of subsistence.	Assistant commissary general of subsistence.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains.)	Surgeon general.	Surgeons.	Assistant surgeons.	Paymaster general.	Deputy paymasters general.	Paymasters.
General officers.....	1	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aids-de-camp to general officers.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Adjutant general's department.....	..	..	1	1	4	†8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Judge advocate's department.....	..	..	..	..	..	..	†1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Inspector general's department.....	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quartermaster's department.....	..	..	..	..	..	..	..	..	1	2	2	4	†28	..	..	..	..	..	..	..	..	..	..
Subsistence department.....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	†8	..	..	..	..	..	..
Medical department.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	22	72	..	..	..
Pay department.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	25
Corps of engineers.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Corps of topographical engineers.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ordnance department.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1st regiment of dragoons.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2d regiment of dragoons.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aggregate of dragoons.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1st regiment of cavalry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2d regiment of cavalry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aggregate of cavalry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regiment of mounted riflemen ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1st regiment of artillery.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2d regiment of artillery.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3d regiment of artillery.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4th regiment of artillery.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aggregate of artillery.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1st regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2d regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3d regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10th regiment of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aggregate of infantry.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Non-commissioned staff, unattached to regiments.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grand aggregate.....	1	3	1	1	4	†8	†1	2	1	2	2	4	†28	1	1	2	†8	1	22	72	1	2	25

* The five aids-de-camp being taken from regiments, in the strength of which they are included, are, to avoid counting them *twice*, excluded from the columns "total commissioned" and "aggregate."

† Two of the assistant adjutants general, (captains by brevet,) four of the twenty-eight assistant quartermasters, and two of the eight commissaries of subsistence, (captains,) belonging also to regiments, and being reported in their strength, are, to avoid counting them *twice*, excluded from the columns "total commissioned" and "aggregate" of their respective departments. The regimental and staff commissions held by these officers are of *unequal* grade, and hence they are not affected by the provisions of the 7th section of the act of June 18, 1846. The like remark is applicable to the *judge advocate* of the army, who is also a captain in the ordnance department.

‡ By the act of March 3, 1853, section 9, a lieutenant of engineers, topographical engineers and ordnance, having served "fourteen years continuous service as lieutenant," is entitled to promotion to the rank of captain; but such promotion is not to increase the whole number of officers in either of said corps beyond the number previously fixed by law.

§ Under the 4th section of the act of April 29, 1812, "making further provision for the corps of engineers," one brevet second lieutenant is allowed to every "company." The number authorized is consequently 199. The number attached to the army was 34, on the 1st of July, 1856, since when 24 have become entitled to promotion.

|| The adjutants of artillery and infantry, (14,) and all the regimental quartermasters, (19,) being taken from the subalterns, and accounted for in their several regiments as belonging to companies, are excluded as regimental *staff* officers from the columns "total commissioned" and "aggregate."

¶ By the act of June 17, 1850, "to increase the rank and file of the army," &c., the President is authorized, whenever the exigencies of the service require it, to increase to 74 the number of privates in any company "serving at the several military posts on the western frontier, and at remote and distant stations." In the table

SECRETARY OF WAR.

of the United States — July 1, 1856.

Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.‡	Military storekeepers.	Sergeant majors.	Quartermaster sergeants.	Principal or chief musicians.	Chief buglers.	Ordnance sergeants.††	Sergeants.	Corporals.	Buglers.	Musicians.	Farriers and blacksmiths.	Artificers.	Privates.¶	Enlisted men of ordnance.	Total commissioned.	Total enlisted.	Aggregate.
1	2	4	18	5	1	1	12	6	4	2	1	1	1	2	10	10	20	2	2	10	78	250	4	4		
1	1	4	15		1	1	10	5	1	15							40	40	20	10		500	12	12		
1	1	4	16		1	1	12	2	2	2	15						40	40	20	10		500	2	2		
1	1	2	10		1	1	10	10	2	1	1	1	1	2			80	80	40	20		1000	35	35		
1	1	2	10		1	1	10	10	2	1	1	1	1	2			80	80	40	20		1000	10	10		
2	2	4	20		2	2	20	20	4	2	2	2	2	4			80	80	40	20		1000	95	95		
1	1	2	10		1	1	10	10	2	1	1	1	1	2			40	40	20	10		500	28	28		
1	1	2	10		1	1	10	10	2	1	1	1	1	2			40	40	20	10		500	47	100		
2	2	4	20		2	2	20	20	4	2	2	2	2	4			80	80	40	20		1000	37	37		
1	1	2	10		1	1	10	10	2	1	1	1	1	2			40	40	20	20		640	100	147		
1	1	2	12		1	1	10	12	1	1	1	1	1	2			48	48		24	24	**548	37	37		
1	1	2	12		1	1	10	12	2	1	1	1	1	2			48	48		24	24	**548	74	1230		
1	1	2	12		1	1	10	12	2	1	1	1	1	2			48	48		24	24	**548	615	615		
1	1	2	12		1	1	10	12	1	1	1	1	1	2			48	48		24	24	**548	615	615		
1	1	2	12		1	1	10	12	1	1	1	1	1	2			48	48		24	24	**548	615	615		
4	4	8	48		4	4	96	48	6	4	4						192	192		96	96	**2192	74	1230		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	1304	1304		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1	1	1	2					40	40		20		420	652	652		
1	1	2	10		1	1	10	10	1																	

B.—General return or exhibit of the actual strength

	Major general.	Brigadier generals.	Adjutant general.	Assistant adjutant general (lieutenant colonel.)	Assistant adjutants general (majors by brevet.)	Assistant adjutants general (captains by brevet.)	Judge advocate.	Inspector general.	Quartermaster general.	Asst. quartermasters general.
General officers.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....
Aids-de-camp to general officers.....										
Adjutant general's department.....			1	1	4	*8	.....	.....	.....	.....
Judge advocate's department.....							*1	.....	.....	.....
Inspector general's department.....								2	.....	.....
Quartermaster's department.....									1	2
Subsistence department.....										
Medical department.....										
Pay department.....										
Corps of engineers.....										
Corps of topographical engineers.....										
Ordnance department.....										
1st regiment of dragoons.....										
2d regiment of dragoons.....										
Aggregate of dragoons.....										
1st regiment of cavalry.....										
2d regiment of cavalry.....										
Aggregate of cavalry.....										
Regiment of mounted riflemen.....										
1st regiment of artillery.....										
2d regiment of artillery.....										
3d regiment of artillery.....										
4th regiment of artillery.....										
Aggregate of artillery.....										
1st regiment of infantry.....										
2d regiment of infantry.....										
3d regiment of infantry.....										
4th regiment of infantry.....										
5th regiment of infantry.....										
6th regiment of infantry.....										
7th regiment of infantry.....										
8th regiment of infantry.....										
9th regiment of infantry.....										
10th regiment of infantry.....										
Aggregate of infantry.....										
Non-commissioned staff unattached to regiments.....										
Military Academy detachments.....										
Cavalry recruiting depot, Carlisle barracks, Pa.....										
Principal recruiting depot, Fort Columbus, N. Y.....										
Recruiting depot, Newport barracks, Ky.....										
Recruits in rendezvous and in route.....										
Aggregate of detachments, and at depots, rendez- vous, &c.....										
Grand aggregate.....	1	2	1	1	4	*8	*1	2	1	2

* Two of the assistant adjutants general, (captains by brevet,) four of the twenty-eight assistant quarter reported in their strength, are, to avoid counting them *twice*, excluded from the columns "total commissioned" are of *unequal* grade, and hence they are not affected by the provisions of the 7th section of the act of June, 18, department.

B.—General return or exhibit of the actual strength

	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Sergeant majors.	Quartermaster sergeants.
General officers.....									
Aids-de-camp to general officers.....	*5								
Adjutant general's department.....									
Judge advocate's department.....									
Inspector general's department.....									
Quartermaster's department.....							2		
Subsistence department.....									
Medical department.....									
Pay department.....									
Corps of engineers.....				12	6	4			
Corps of topographical engineers.....				10	5	1			
Ordnance department.....				12	2	2	15		
1st regiment of dragoons.....		1	†1	10	10	2		1	
2d regiment of dragoons.....		1	†1	10	10	2		1	1
Aggregate of dragoons.....		2	†2	20	20	4		2	1
1st regiment of cavalry.....		1	†1	10	10	2		1	1
2d regiment of cavalry.....		1	†1	10	10	2		1	1
Aggregate of cavalry.....		2	†2	20	20	4		2	2
Regiment of mounted riflemen.....		1	†1	10	10	2		1	1
1st regiment of artillery.....		†1	†1	24	12	1		1	1
2d regiment of artillery.....		†1	†1	24	12	2		1	1
3d regiment of artillery.....		†1	†1	24	12	2		1	1
4th regiment of artillery.....		†1	†1	24	12	1		1	1
Aggregate of artillery.....		†4	†4	96	48	6		4	4
1st regiment of infantry.....		†1	†1	10	10	1		1	1
2d regiment of infantry.....		†1	†1	10	10	1		1	1
3d regiment of infantry.....		†1	†1	10	10	1		1	1
4th regiment of infantry.....		†1	†1	10	10	2		1	1
5th regiment of infantry.....		†1	†1	10	10	1		1	1
6th regiment of infantry.....		†1	†1	10	10	1		1	1
7th regiment of infantry.....		†1	†1	10	10	1		1	1
8th regiment of infantry.....		†1	†1	10	10	1		1	1
9th regiment of infantry.....		†1	†1	10	10	1		1	1
10th regiment of infantry.....		†1	†1	10	10	1			1
Aggregate of infantry.....		†10	†10	100	100	11		9	10
Non-commissioned staff unattached to regiments.....									
Military Academy detachments.....									
Cavalry recruiting depot, Carlisle barracks, Pa.....									
Principal recruiting depot, Fort Columbus, N. Y.....									
Recruiting depot, Newport barracks, Ky.....									
Recruits in rendezvous and in route.....									
Aggregate of detachments, and at depots, rendezvous, &c.....									
Grand aggregate.....	*5	†19	†19	280	211	34	17	18	18

* The five aids-de-camp, being taken from regiments in the strength of which they are included, are, to avoid counting them *twice*, excluded from the columns "total commissioned" and "aggregate."

† The adjutants of artillery and infantry (14) and *all* the regimental quartermasters, (19,) being taken from the subalterns, and accounted for in their several regiments as belonging to companies, are excluded as regimental staff officers from the columns "total commissioned" and "aggregate."

‡ The "number of recruits required" is calculated for each regiment according to the stations of the several companies on the 1st of July, 1856—the number of *privates* varying according to stations, as explained in note (†) to table A, showing the legal organization of the army.

of the Army of the United States—Continued.

Principal or chief musicians.	Chief buglers.	Ordnance sergeants.	Sergeants.	Corporals.	Buglers.	Musicians.	Farriers and blacksmiths.	Artificers.	Privates.	Enlisted men of ordnance.	Total commissioned.	Total enlisted.	Aggregate.	Number of recruits required. [†]
.....											3	..	3	.....
.....											12	.....	12	.....
.....											2	.....	2	.....
.....											35	.....	35	.....
.....											10	.....	10	.....
.....											95	.....	95	.....
.....											28	.....	28	.....
.....			7	5	.....	2	.....	33	45	.....	47	92	139	8
.....											37	.....	37	.....
.....										244	53	244	297	6
.....	2	.....	37	33	17	.....	9	.....	588	.....	37	687	724	168
1	1	.....	38	30	20	.....	9	.....	521	.....	37	622	659	233
1	3	.....	75	63	37	.....	18	.....	1,109	.....	74	1,309	1,383	401
.....	1	.....	33	33	13	.....	7	.....	315	.....	37	404	441	451
.....			38	36	16	.....	10	.....	506	.....	37	608	645	247
.....	1	.....	71	69	29	.....	17	.....	821	.....	74	1,012	1,086	698
1	2	.....	37	31	20	.....	18	.....	683	.....	37	794	831	71
.....			49	47	1	22	.....	19	712	.....	53	852	905	44
.....			45	42	4	17	.....	17	750	.....	54	877	931	73
.....			44	42	3	17	.....	14	799	.....	54	921	975	103
.....			45	43	4	17	.....	14	427	.....	53	552	605	258
.....			183	174	12	73	.....	64	2,688	.....	214	3,202	3,416	478
2			39	34	.....	20	.....	.....	597	.....	35	694	729	150
2			35	32	.....	17	.....	.....	543	.....	35	631	666	213
2			36	35	.....	18	.....	.....	650	.....	35	743	778	101
1			39	33	.....	14	.....	.....	643	.....	36	732	768	112
2			39	37	.....	17	.....	.....	416	.....	35	513	548	331
2			35	38	.....	16	.....	.....	631	.....	35	724	759	120
2			39	33	.....	17	.....	.....	548	.....	35	641	676	203
2			39	34	.....	18	.....	.....	598	.....	35	693	728	151
2			40	38	.....	17	.....	.....	536	.....	35	635	670	209
2			39	34	.....	19	.....	.....	561	.....	35	656	691	188
19			380	348	.....	173	.....	.....	5,723	.....	351	6,662	7,013	1,778
.....		67	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	67	.....
.....			5	6	2	1	.....	.....	128	.....	.....	142	142	.....
.....			7	4	2	.....	.....	.....	67	.....	.....	80	80	.....
1			19	12	.....	24	.....	.....	335	.....	.....	391	391	.....
.....			4	5	.....	2	.....	.....	94	.....	.....	105	105	.....
.....			16	7	.....	2	.....	.....	365	.....	.....	390	390	.....
1			51	34	4	29	.....	.....	989	.....	.....	1,108	1,108	.....
22	6	67	804	724	102	277	53	97	12,058	244	1,072	14,490	15,562	2,332

[†] The number of enlisted men necessary to complete the military establishment is obtained by deducting from the whole number of recruits required to fill up all the regiments, the several detachments at the Military Academy, the three depots, (Fort Columbus, Newport barracks, and Carlisle barracks,) and the recruits at rendezvous and in route. The number required for regiments and corps is 3,440; the number at the Military Academy, at depots, and in route, is 1,108; leaving 2,332 as the number of recruits required to fill up the establishment on the 1st of July, 1856.

ADJUTANT GENERAL'S OFFICE, Washington, November 25 1856.

S. COOPER, Adjutant General.

C.—*Position and distribution of the troops in the Department of the East,
2d artillery.—Headquarters Balti*

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			REGIMENTS.	
				Number of companies.
			Department staff.	
Headquarters, 4th ar- tillery.	Baltimore, Md.	Col. and Bvt. Brig. Gen. J. B. Walbach, 4th artillery.	.....	
Fort Brady.	Sault de Ste. Marie, Mich.	Capt. F. N. Clarke, 4th artillery.	1 4th artillery.	1
Fort Mackinac.	Michilimackinac, Mich.	Capt. and Bvt. Major T. Wil- liams, 4th artillery.	1 4th artillery.	1
Fort Ontario.	Oswego, N. Y.	Capt. J. P. McCown, 4th artillery	1 4th artillery.	1
Fort Independence.	Boston harbor, Mass.	Capt. and Bvt. Maj. J. B. Scott, 4th artillery.	2 4th artillery.	2
Fort Hamilton.	} Narrows, N. York harbor	{ Major W. W. Morris, 4th ar- tillery.	2 4th artillery. {	2
Fort Lafayette.			2 1st and 2d artillery.	2
Fort McHenry.	Baltimore harbor, Md.	Maj. and Bvt. Lt. Col. F. Tay- lor, 1st artillery.	2 1st artillery.	2
Fort Monroe.	Old Point Comfort, Va.	Lieut. Col. and Bvt. Col. J. S. Gardner, 4th artillery.	2 1st artillery.	2
Fort Moultrie.	Charleston harbor, S. C. ..	Maj. and Bvt. Col. J. Dimick, 1st artillery.	2 1st artillery.	2
Fort Pickens.	} Pensacola harbor, Fla.	{ Capt. J. Totten, 2d artillery. }	1 2d artillery. {	1
Fort McRee.			1 2d artillery.	1
Barrancas Barracks.	Baton Rouge, La.	Capt. W. F. Barry, 2d artillery.	1 2d artillery.	1
Baton Rouge Barracks.			1 2d artillery.	1
Aggregate of the	department. ....	.....	15	15

NOTE.—The seven companies of the 4th artillery and four of those of the 1st artillery, reported on duty in placed by two companies of the 1st and six of the 2d artillery from the latter department; by one company of respectively, from the department of the west. The force in the department is thereby raised from fifteen to

ADJUTANT GENERAL'S OFFICE, Washington, November 25, 1856.

commanded by Colonel and Brevet Brigadier General James Bankhead, more, Maryland—June 30, 1856.

PRESENT.																									ABSENT.					PRESENT AND ABSENT.							
Brigadier generals.	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet)	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains.)	Surgeons.	Assistant surgeons.	Deputy paymasters general.	Paymasters.	Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Enlisted men.	Total commissioned.	Aggregate.	General and staff officers.	Field and regimental staff officers.	Captains.	Subalterns.	Enlisted men.	Total commissioned.	Aggregate.	Commissioned officers.	Enlisted men.	Aggregate.	
:	:	:	:	:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	:	1	:	:	:	2	2	4	:	:	:	:	:	:	:	:	2	2	4
:	:	:	:	:	:	:	:	:	:	:	:	:	1	:	:	:	:	1	:	:	:	:	2	2	4	:	:	:	:	:	:	:	:	2	2	4	
:	:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	1	:	:	:	2	1	:	:	31	4	35	:	:	:	:	1	:	1	1	4	32	36
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	1	:	:	:	1	:	:	32	3	35	:	:	:	:	1	1	1	2	4	33	37	
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	1	:	:	:	1	1	:	58	3	61	:	:	:	:	1	1	1	2	4	59	63	
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	2	:	:	:	1	2	:	75	6	81	:	:	:	:	2	2	2	4	8	77	85	
:	:	:	:	:	:	:	:	:	:	1	:	:	:	:	1	2	:	:	1	1	1	:	127	7	134	:	:	:	:	3	:	3	3	10	127	137	
:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	1	2	:	:	:	3	2	:	1	....	1	:	:	:	:	:	:	:	....	1	1	1	
:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	1	2	:	:	:	3	2	:	132	9	141	:	:	:	:	1	:	1	9	133	142		
:	:	:	:	:	:	:	:	:	1	:	:	:	:	1	2	:	1	3	1	:	129	9	138	:	2	:	2	:	4	4	13	129	142				
:	:	:	:	:	:	:	:	:	:	1	:	:	:	:	1	:	:	:	2	:	96	4	100	:	1	1	3	:	5	5	9	96	105				
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	1	....	1	:	:	:	:	:	:	:	....	:	1	1	1	
:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	:	1	:	:	:	1	:	:	47	3	50	:	:	:	:	2	:	2	2	5	47	52	
:	:	:	:	:	:	:	:	:	1	:	:	:	:	:	:	1	:	:	:	1	:	:	49	3	52	:	:	:	:	2	:	2	2	5	49	54	
4	4	...	...	...	...	...	...	...	4	4	...	...	2	1	2	14	...	2	1	16	9	...	...	783	55	838	...	4	1	16	6	21	27	76	789	865	

this department on the 30th of June last, have been since transferred to that of Florida. They are being re- the 1st artillery from that of Texas, and by one company of the 2d, one of the 3d, and one of the 4th artillery, sixteen companies.

S. COOPER, Adjutant General.

D.—*Position and distribution of the troops in the department of Florida,
Headquarters Fort Brooke,*

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			REGIMENTS.	
				Number of companies.
			Department staff.....	
Fort Brooke.....	Tampa, Florida.....	Maj. and Bvt. Col. J. Munroe, 2d artillery.	.. Detachment 2d artill- lery.	
Fort Myers.....	Caloosahatchee river, Fla.	Maj. and Bvt. Col. H. Brown, 2d artillery.	5 1st and 2d artillery...	
Fort Deynaud.....	Caloosahatchee river, 28 miles from Fort Myers.	Capt. and Bvt. Maj. L. G. Ar- nold, 2d artillery.	2 2d artillery.....	
Fort Dallas.....	Key Biscayne, Florida....	Capt. B. H. Hill, 1st artillery...	2 1st artillery.....	
Fort Capron	Indian river, Florida.....	Second Lieut. S. Breck, jr., 1st artillery.	1 1st artillery.....	
Aggregate of the department.....				10

All the companies reported as serving in this department on the 30th of June last have been since relieved—by four other companies of the 1st artillery, ten of the 4th artillery, and by the 5th regiment of infantry, in all;

ADJUTANT GENERAL'S OFFICE, *Washington, November 25, 1856.*

commanded by Major and Brevet Colonel John Munroe, 2d artillery. Florida.—June 30, 1856.

PRESENT.																										ABSENT.						PRESENT AND ABSENT.					
Brigadier generals.	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet.)	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains)	Surgeons.	Assistant surgeons.	Deputy paymasters general.	Paymasters.	Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Enlisted men.	Total commissioned.	Aggregate.	General and staff officers.	Field and regimental staff officers.	Captains.	Subalterns.	Enlisted men.	Total commissioned.	Aggregate.	Commissioned officers.	Enlisted men.	Aggregate.	
..	..	1	..	..	..	1	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	...	5	5	..	..	..	..	..	..	..	..	5		5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	1	2	3	..	1	..	..	1	1	2	3	3	2	5
..	..	..	..	..	..	1	..	..	..	3	..	..	..	..	1	5	..	..	..	5	4	..	..	413	19	432	..	..	..	3	3	3	6	22	416	438	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	2	..	..	165	5	170	1	..	1	1	..	3	3	8	165	173	
..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	2	2	..	..	173	6	179	..	1	1	1	1	3	4	9	174	183	
..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	68	2	70	..	..	1	1	..	2	2	4	68	72		
820	39	859	1	2	3	6	5	12	17	51	825	876																									

two going to the department of Texas, and the remainder to the department of the east. They are replaced 24 companies, of which eleven are from the department of the east, and thirteen from that of Texas.

S. COOPER, Adjutant General.

E.—Position and distribution of the troops in the department of the Clarke, 6th infantry.—Headquarters

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			REGIMENTS.	Number of companies.
			Department staff.....	
Fort Ripley.....	Upper Mississippi, Minnesota.	Major H. Day, 2d infantry.....	2d and 10th infantry..	2
Fort Snelling.....	Near St. Paul, Minnesota.	Lieut. Col. and Bvt. Col. C. F. Smith, 10th infantry.	3d artillery and 10th infantry.	4
Fort Ridgely.....	Minnesota river, 90 miles from Fort Snelling.	Col. E. B. Alexander, 10th infantry.	2d and 10th infantry..	8
Fort Leavenworth....	Missouri river, Kansas...	Col. E. V. Sumner, 1st cavalry.	1st cavalry.....	10
Jefferson Barracks....	Near St. Louis, Missouri.	Second Lieut. H. H. Walker, 6th infantry.	Recruits and band 6th infantry.	..
Fort Gibson.....	Cherokee Nation, west of Arkansas.	Col. H. Wilson, 7th infantry...	7th infantry.....	2
Fort Smith.....	Arkansas.....	Capt. and Bvt. Major R. C. Gatlin, 7th infantry.	7th infantry.....	2
Fort Arbuckle.....	Wild Horse creek, west of Arkansas.	Lieut. Col. P. Morrison, 7th infantry.	7th infantry.....	4
Fort Washita.....	False Washita, west of Arkansas.	Capt. and Bvt. Major H. G. Hunt, 2d artillery.	2d and 3d artillery ...	2
		Col. and Bvt. Brig. Gen. W. S. Harney, 2d dragoons.	Staff of Sioux expedition.	..
Fort Pierre.....	Upper Missouri, Nebraska	Col. F. Lee, 2d infantry.....	2d infantry.....	6
Cantonment above F't Pierre.	Twelve miles above Fort Pierre, Minnesota.	Major A. Cady, 6th infantry....	6th infantry.....	4
Camp near old Fort Lookout.	Missouri river, 60 miles below Fort Pierre, Nebraska.	Capt. and Bvt. Major L. P. Graham, 2d dragoons.	2d dragoons.....	2
Fort Randall.....	Missouri river, 65 miles above L'Eau-qui-cout, Nebraska.	First Lieut. D. S. Stanley, 1st cavalry.	Recruits 2d infantry..	..
Camp on Big Sioux river.	Mouth Big Sioux river, Minnesota.	Capt. W. Steele, 2d dragoons..	2d dragoons.....	2
Fort Laramie.....	Oregon route, Nebraska..	Maj. and Bvt. Lieut. Col. W. Hoffman, 6th infantry.	4th artillery and 6th infantry.	5
Camp at Platte bridge.	120 miles above Fort Laramie, north fork of Platte.	Capt. H. Heth, 10th infantry...	10th infantry.....	1
Fort Kearny.....	Oregon route, Nebraska..	Capt. H. W. Wharton, 6th infantry.	6th infantry.....	1
Fort Riley.....	Republican fork of Kansas river.	Lieut. Col. P. St. G. Cooke, 2d dragoons.	2d dragoons and 6th infantry.	7
Aggregate of the department				62

The force in this department has, since the 30th of June last, been increased by one company of light artillery, respectively,) transferred to the department of the east. The number of companies now belonging

West, commanded by Colonel and Brevet Brigadier General N. S. St. Louis, Missouri, June 30, 1856.

PRESENT.																									ABSENT.					PRESENT AND ABSENT.						
Brigadier generals.	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet.)	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains.)	Surgeons.	Assistant surgeons.	Deputy paymasters general.	Paymasters.	Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Enlisted men.	Total commissioned.	Aggregate.	General and staff officers.	Field and regimental staff officers.	Captains.	Subalterns.	Enlisted men.	Total commissioned.	Aggregate.	Commissioned officers.	Enlisted men.	Aggregate.
..	..	..	..	..	1	..	..	1	1	..	..	3	1	..	..	..	..	1	..	..	..	..	..		8	8	2	..	..	..	..	2	2	10		10
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2	..	..	..	1	1	..	..	123	6	129	..	..	..	1	1	1	2	7	124	131
..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	3	..	..	..	..	4	3	..	..	249	13	262	..	..	1	..	2	1	3	14	251	265
..	..	..	..	..	..	..	..	..	2	..	..	1	1	1	6	..	1	1	2	7	..	..	431	23	453	..	1	2	7	3	10	13	32	434	466	
..	..	..	..	..	1	..	..	1	1	..	..	1	1	1	9	..	1	1	7	6	..	..	426	30	456	..	1	1	3	1	5	6	35	427	462	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	74	1	75	..	..	..	..	..	..	..	1	74	75		
..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	2	..	..	1	1	2	..	..	124	7	131	1	1	..	..	1	2	3	9	125	134	
..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2	..	..	..	1	2	..	..	137	6	143	..	1	..	1	..	2	2	8	137	145	
..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	3	..	..	231	6	237	..	..	2	4	..	6	6	12	231	243		
..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	4	1	..	..	107	7	114	..	..	1	..	1	1	2	8	108	116		
..	..	..	..	..	1	1	..	1	1	..	1	1	1	..	1	..	1	..	1	1	..	..	..	7	7	..	..	..	..	..	..	..	7		7	
..	..	..	..	..	1	..	..	1	1	1	1	1	1	..	6	..	1	1	3	2	..	..	472	17	489	..	1	..	3	1	4	5	21	473	494	
..	..	..	..	..	1	..	..	1	..	..	1	3	..	..	1	3	..	..	4	..	..	333	9	342	..	1	1	2	3	4	7	13	336	349		
..	..	..	..	..	1	..	..	..	..	1	..	..	..	..	1	..	..	..	2	..	..	113	4	117	..	..	..	1	..	1	1	5	113	118		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	101	1	102	..	..	..	..	3	..	3	1	104	105			
..	..	..	..	..	1	..	..	..	1	..	..	..	1	..	1	..	2	2	..	2	2	..	87	6	93	..	..	1	..	..	1	1	7	87	94	
..	..	..	..	..	2	..	..	..	1	4	..	1	3	4	..	339	15	354	..	1	1	1	2	3	17	340	357									
..	..	..	..	..	..	..	..	..	1	..	..	1	1	..	65	3	68	..	..	..	..	65	3	68	..	..	..	..	..	..	..	3	65	68		
..	..	..	..	..	1	..	..	..	1	..	..	1	1	..	42	4	46	..	..	..	..	42	4	46	..	..	..	..	..	..	..	4	42	46		
..	..	..	..	1	..	1	..	1	..	1	6	1	1	2	7	496	20	516	..	2	1	5	5	8	13	28	501	529								
..	..	..	..	2	3	..	2	2	16	1	5	6	5	5	50	..	5	6	34	50	..	3950	192	4142	3	8	11	28	22	50	72	242	3972	4214		

tery from Texas, and reduced by three companies of the same arm, (belonging to the 2d, 3d, and 4th regi- to the department is sixty, therefore, instead of sixty-two.

S. COOPER, Adjutant General.

F.—*Position and distribution of the troops in the department of Texas, ters, San Antonio, Texas,*

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			Number of companies.	REGIMENTS.
				Department staff....
Fort Belknap.....	Red Fork Brazos river, Texas.	Capt. and Bvt. Maj. G. R. Paul, 7th infantry.	4	1st and 7th infantry ..
Camp Cooper.....	Clear Fork of Brazos, 41 miles S.W. of Fort Belknap.	Lieut. Col. and Bvt. Col. R. E. Lee, 2d cavalry.	4	2d cavalry.
Fort Chadbourne.....	Oak Creek, 30 miles above its mouth.	Capt. S. Eastman, 1st infantry.	2	1st infantry.....
Fort McKavett.....	San Saba river, 95 miles from Fort Chadbourne, Texas.	Lt. Col. H. Bainbridge, 1st infantry.	2	1st infantry.....
Fort Lancaster	Live Oak Creek, El Paso road, Texas.	Capt. R. S. Granger, 1st infantry.	2	1st infantry.....
Fort Davis.....	Limpia river, 475 miles N.W. of San Antonio, Texas.	Lt. Col. W. Seawell, 8th infantry.	6	8th infantry.....
Fort Mason.....	Llano river, 110 miles W.N.W. of San Antonio.	Major G. H. Thomas, 2d cavalry.	6	2d cavalry.....
Headquarters, 2d cavalry.	San Antonio, Texas.....	Col. A. S. Johnston, 2d cavalry.	..	2d cavalry.....
Camp Conquista.....	Conquista crossing of San Antonio river.	Capt. J. G. Walker, mounted rifles.	1	Mounted rifles.....
Camp on the Leona...	Headwaters of the Leona river, Texas.	Lt. Col. and Bvt. Col. W. W. Loring, mounted rifles.	..	Headquarters mounted rifles.
Camp Davant	Near Bandera Pass, Texas	2d Lieut. J. H. Edson, mounted rifles.	1	Mounted rifles.....
Camp Stewart.....	On the Hondo river, at its junction with the Quihi, Texas.	Capt. T. G. Rhett, mounted rifles.	1	Mounted rifles.....
Fort Clark.....	Head of Las Moras river, Texas.	Capt. and Bvt. Lt. Col. J. B. Magruder, 1st artillery.	3	Mounted rifles and 1st artillery.
Fort Duncan.....	Eagle Pass, Texas.....	Capt. and Bvt. Lt. Col. A. Porter, mounted rifles.	5	Mounted rifles, 1st artillery, and 1st infantry.
Fort McIntosh.....	Laredo, Texas	Capt. R. B. Marcy, 5th infantry.	7	Mounted rifles, 1st artillery, and 5th infantry.
Ringgold Barracks	Rio Grande City, Texas..	Lt. Col. and Bvt. Col. C. A. Waite, 5th infantry.	7	Mounted rifles, 4th artillery, and 5th infantry.
Fort Brown	Brownsville, Texas.....	Major G. Porter, 4th artillery...	3	4th artillery.....
Aggregate of	the department .....	.....	54	.....

Two companies of the 1st artillery, from the department of Florida, have, since the 30th of June last, been ment of mounted rifles, transferred to the department of New Mexico; three companies of the 4th artillery, department of the East; and a light company of the 4th artillery to that of the West. The number of com-

ADJUTANT GENERAL'S OFFICE, Washington, November 25, 1856.

commanded by Colonel Albert S. Johnston, second cavalry—Headquar-
June 30, 1856.

PRESENT.																									ABSENT.							PRESENT AND ABSENT.				
Brigadier generals.	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet.)	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains.)	Surgeons.	Assistant surgeons.	Deputy paymasters general.	Paymasters.	Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Enlisted men.	Total commissioned.	Aggregate.	General and staff officers.	Field and regimental staff officers.	Captains.	Subalterns.	Enlisted men.	Total commissioned.	Aggregate.	Commissioned officers.	Enlisted men.	Aggregate.
..	..	1	..	..	..	5	..	1	..	1	..	3	1	..	..	2	1	..	..	..	..	..	..		15	15	1	1	..	..	..	2	2	17		17
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	3	..	..	..	1	3	..	..	223	8	231	..	..	1	3	3	4	7	12	226	238
..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	4	..	..	..	3	3	..	..	222	11	233	..	..	..	1	4	1	5	12	226	238	
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	2	1	..	..	167	5	172	..	..	..	1	..	1	1	6	167	173	
..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	2	..	1	1	1	2	..	..	173	9	182	..	3	..	1	..	4	4	13	173	186	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	1	..	..	152	3	155	..	..	..	1	..	1	1	4	152	156	
..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	3	..	1	1	2	4	..	..	416	13	429	..	1	3	2	3	6	9	19	419	438	
..	..	..	..	..	..	..	..	..	1	..	..	..	1	5	..	..	1	5	5	..	..	..	371	18	389	..	..	..	1	5	1	6	19	376	395	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	1	3	..	1	..	..	..	1	1	2	2	4		
..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	1	1	..	..	84	3	87	..	..	..	1	..	1	1	3	85	88	
..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	29	4	33	..	1	..	..	1	1	1	1	5	29	34	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	78	1	79	..	1	1	1	2	3	3	79	82			
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	83	2	85	..	..	..	..	..	..	..	..	2	83	85	
..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..	2	2	..	..	244	7	251	..	1	3	7	4	11	11	251	262		
..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	4	..	..	..	4	4	..	..	367	13	380	..	..	..	2	..	2	2	15	367	382	
..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	7	..	..	..	4	6	..	..	449	19	468	1	..	..	4	2	5	7	24	451	475	
..	..	..	..	..	..	..	..	..	2	..	..	..	1	..	4	..	..	..	3	5	..	..	352	15	367	..	3	3	5	3	11	14	26	355	381	
..	..	..	..	..	..	..	..	..	1	..	1	..	1	1	..	..	..	..	2	3	..	..	116	9	125	..	..	..	3	..	3	3	12	116	128	
..	1	..	..	..	5	..	1	..	13	..	4	1	5	3	42	1	4	4	30	42	..	..	3528	156	3684	2	10	9	28	29	49	78	205	3557	3769	

added to the strength of this department, and the following troops have been withdrawn from it, viz: the regi-
and nine of the 5th infantry, transferred to the department of Florida; one company of the 1st artillery to the
panies in the department has thereby been reduced from fifty-four to thirty-two.

S. COOPER, *Adjutant General.*

G.—*Position and distribution of the troops in the Department of New Garland, 8th infantry.—Headquarters,*

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			REGIMENTS.	
				Number of companies.
			Department staff.....	
Fort Massachusetts...	Utah country, 85 miles from Taos, N. Mexico.	First Lieut. L. Beale, 2d artillery.	2d artillery.....	1
Cantonment Burgwin.	Near Taos, New Mexico.	Capt. N. C. Macrae, 3d infantry.	3d infantry.....	1
Fort Union.....	Moro river, New Mexico.	Col. T. T. Fauntleroy, 1st dragoons.	1st dragoons.....	2
Fort Marcy.....	Santa Fé, New Mexico...	Capt. and Bvt. Major W. T. H. Brooks, 3d infantry.	3d infantry.....	1
Fort Defiance.....	Navajo country, 190 miles west of Albuquerque.	Capt. and Bvt. Major H. L. Kendrick, 2d artillery.	2d artillery and 3d infantry.	2
Albuquerque.....	New Mexico.....	Capt. and Bvt. Major J. H. Carleton, 1st dragoons.	1st dragoons and 3d infantry.	2
Las Lunas.....	25 miles below Albuquerque, New Mexico.	Capt. R. S. Ewell, 1st dragoons.	1st dragoons.....	1
Fort Craig.....	Near Valverde, N. Mexico.	Major E. Steen, 1st dragoons...	1st dragoons and 3d infantry.	2
Fort Stanton.....	Bonita river, 20 miles east of White mountains.	Capt. and Bvt. Major J. Van Horne, 3d infantry.	1st dragoons, 3d and 8th infantry.	4
Fort Thorn.....	Santa Barbara, N. Mexico.	Lieut. Col. D. S. Miles, 3d infantry.	1st dragoons and 3d infantry.	2
Fort Fillmore.....	Brasito, 40 miles above El Paso, New Mexico.	Col. B. L. E. Bonneville, 3d infantry.	3d infantry.....	2
Fort Bliss.....	Near El Paso, Texas.....	Major T. H. Holmes, 8th infantry.	8th infantry.....	2
Escort to Pacific railroad survey.	On the Pecos river, near to where it is intersected by 32° parallel of latitude.	Capt. C. H. Stevenson, 5th infantry.	5th and 8th infantry..	2
Recruits in route.....	.....	Captain J. H. Whittlesey, 1st dragoons.	1st dragoons.....	..
Aggregate of the department.....	.....	.....	.....	24

The force in this department has, since the 30th of June last, been increased by the regiment of mounted department of the Pacific, and by one company of the 5th infantry, which has joined its regiment in route to A new post, of four companies of the 1st dragoons, has been established at Tueson, in the Mesilla.

ADJUTANT GENERAL'S OFFICE, Washington, November 25, 1856.

Mexico, Commanded by Colonel and Brevet Brigadier General John Santa Fé, New Mexico, June 30, 1856.

PRESENT.																										ABSENT.		PRESENT AND ABSENT.								
Brigadier generals.	Assistant adjutants general, (majors by brevet.)	Assistant adjutants general, (captains by brevet)	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissaries of subsistence, (majors.)	Commissaries of subsistence, (captains.)	Surgeons.	Assistant surgeons.	Deputy paymasters general.	Paymasters	Colonels.	Lieutenant colonels.	Majors.	Captains.	Aids-de-camp.	Adjutants.	Regimental quartermasters.	First lieutenants.	Second lieutenants.	Brevet second lieutenants.	Military storekeepers.	Enlisted men.	Total commissioned.	Aggregate.	General and staff officers.	Field and regimental staff officers.	Captains.	Subalterns.	Enlisted men.	Total commissioned.	Aggregate.	Commissioned officers.	Enlisted men.	Aggregate.
..	..	1	..	..	..	1	..	1	1	..	..	1	1	..	..	2	1	..	..	..	..	..	..	....	9	9	1	..	..	..	..	1	1	10	....	10
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	1	1	..	..	68	3	71	..	..	1	1	..	2	2	5	68	73
..	..	..	..	..	..	1	..	..	..	1	..	..	1	..	1	1	..	1	1	2	2	..	..	141	11	152	..	..	..	..	..	..	..	11	141	152
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	74	3	77	..	..	..	..	..	..	..	3	74	77
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	1	2	..	..	151	5	156	..	..	..	2	3	2	5	7	154	161
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..	2	2	..	..	134	7	141	..	..	..	1	..	1	7	135	142	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	..	..	69	3	72	..	..	..	..	..	..	..	3	69	72
..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	..	..	2	2	..	..	136	7	143	..	..	1	..	1	1	8	136	144		
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	4	..	..	..	1	2	..	..	270	8	278	..	..	..	3	1	3	4	11	271	282	
..	..	..	..	..	..	1	..	..	1	..	1	..	1	1	1	1	..	1	2	..	..	..	97	6	103	..	..	1	..	1	1	7	97	104		
..	..	..	..	..	1	..	..	..	1	..	..	1	1	1	1	1	1	1	1	2	..	..	174	9	183	..	1	1	..	2	2	4	11	176	187	
..	..	..	..	..	..	..	..	..	1	..	1	..	1	1	1	1	..	..	1	2	..	..	139	7	146	..	..	1	..	5	1	6	8	144	152	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	3	..	..	125	5	130	..	..	1	2	..	3	3	8	125	133	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	68	1	69	..	..	..	..	..	..	..	1	68	69	
..	1	..	..	..	3	..	1	1	8	..	2	3	1	4	20	1	2	2	15	23	..	..	1722	87	1809	1	1	6	8	12	16	28	103	1734	1837	

rifles, from the department of Texas; and reduced by three companies of the 1st dragoons, transferred to the Florida, The number of companies in the department has, therefore, been raised from twenty-four to thirty.

S. COOPER, Adjutant General.

H.—*Position and distribution of the troops in the department of the Wool.—Headquarters, Benicia,*

POSTS.	SITUATION.	COMMANDING OFFICERS.	GARRISONS.	
			REGIMENTS.	Number of companies.
			Department staff.....	
New post on Muckle-shute prairie.	Near the junction of White and Green rivers, Washington Territory.	Capt. E. D. Keyes, 3d artillery.	3d artillery and 4th infantry.	2
Fort Steilacoom.....	Puget's Sound, Washington Territory.	Lieut. Col. S. Casey, 9th infantry.	4th and 9th infantry..	3
Camp on Nachess river.	11 miles from the junction of the Nachess with the Yakima river.	Major and Bvt. Lieut. Col. E. J. Steptoe, 9th infantry.	9th infantry.....	3
Camp on the Yakima river.	Near Snowqualmie pass, Washington Territory.	Col. G. Wright, 9th infantry....	1st dragoons, 3d artillery, 4th & 9th inf.	8
Fort Vancouver.....	Vancouver, Washington Territory.	Lieut. Col. T. Morris, 4th infantry.	4th infantry.....	1
New post at Cascades.	Cascades of Columbia, Washington Territory.	Capt. C. S. Winder, 9th infantry.	9th infantry.....	1
Camp near Dayton....	Dayton, Oregon Territory.	Capt. C. C. Augur, 4th infantry.	4th infantry.....	1
Fort Orford.....	Port Orford, Oregon Territory.	Major and Bvt. Lieut. Col. R. C. Buchanan, 4th infantry.	1st dragoons and 4th infantry.	2
Camp near Rhinehardt	11 miles from Fort Orford, Oregon Territory.	Capt. E. O. C. Ord, 3d artillery.	3d artillery.....	2
Fort Lane	8 miles from Jacksonville, Oregon Territory.	First Lieut. E. Underwood, 4th infantry.	4th infantry.....	1
Camp at Cap-Ell.....	On the Klamath river, California.	Second Lieut. C. H. Rundell, 4th infantry.	4th infantry.....	1
Fort Jones.....	Yreka, California	Capt. and Bvt. Major F. O. Wyse, 3d artillery.	3d artillery and 4th infantry.	2
Fort Humboldt	Humboldt Bay, California.	Major G. J. Rains, 4th infantry.	4th infantry.....	..
Benicia barracks.....	Benicia, California.....	Major and Bvt. Lieut. Col. G. Nauman, 3d artillery.	Headquarters 3d artillery.	..
Presidio San Francisco	Near San Francisco, California.	First Lieut. H. G. Gibson, 3d artillery.	Recruits 3d artillery..	..
Fort Miller.....	San Joaquin river, California.	First Lieut. J. Stewart, 3d artillery.	3d artillery.....	1
Fort Tejon.....	Near Tejon pass, California.	Lieut. Col. B. L. Beall, 1st dragoons.	1st dragoons.....	1
Mission of San Diego..	Near San Diego, California.	Capt. H. S. Burton, 3d artillery.	3d artillery.....	1
Fort Yuma	Mouth of Gila river, California.	Capt. and Bvt. Lieut. Col. M. Burke, 3d artillery.	3d artillery.....	3
Aggregate of the department.....				33

Three companies of the 1st dragoons have, since the 30th of June last, been transferred to this department new posts have been established, likewise, in the Puget's Sound district, and in the Yakima, Walla-Walla, and

ADJUTANT GENERAL'S OFFICE, Washington, November 25, 1856.

Pacific, commanded by Brigadier and Brevet Major General John E. California, June 30, 1856.

PRESENT.																											ABSENT.						PRESENT AND ABSENT.		
Brigadier generals. Assistant adjutants general, (majors by brevet.) Assistant adjutants general, (captains by brevet.) Assistant quartermasters general. Deputy quartermasters general. Quartermasters. Assistant quartermasters. Commissaries of subsistence, (majors.) Commissaries of subsistence, (captains.) Surgeons. Assistant surgeons. Deputy paymasters general. Paymasters. Colonels. Lieutenant colonels. Majors. Captains. Aids-de camp. Adjutants. Regimental quartermasters. First lieutenants. Second lieutenants. Brevet second lieutenants. Military storekeepers. Enlisted men. Total commissioned. Aggregate. General and staff officers. Field and regimental staff officers. Captains. Subalterns. Enlisted men. Total commissioned. Aggregate. Commissioned officers. Enlisted men. Aggregate.																											General and staff officers. Field and regimental staff officers. Captains. Subalterns. Enlisted men. Total commissioned. Aggregate. Commissioned officers. Enlisted men. Aggregate.						Commissioned officers. Enlisted men. Aggregate.		
1	1	1	1	2	1	1	1	2	1	1	2	1	1	2	1	1	1	1	1	1	2	1	1	3	14	17	1	1	1	1	1	14	3	17	
..	..	..	..	..	..	1	..	..	..	..	1	..	..	1	1	..	..	1	2	..	..	143	5	148	..	1	..	1	1	1	6	143	149		
..	..	..	..	..	..	1	..	..	1	3	..	..	1	4	..	..	1	4	..	..	204	10	214	..	..	..	..	..	..	10	204	214			
..	..	..	..	..	..	1	..	..	1	3	..	..	1	2	..	..	2	2	..	..	173	9	182	..	..	2	2	2	2	11	173	184			
..	..	..	..	..	..	1	..	1	1	6	..	..	1	7	8	..	..	589	25	614	..	2	1	3	3	28	589	617							
..	..	..	..	1	..	1	..	1	1	1	1	1	1	1	..	1	88	9	97	..	1	..	1	1	10	88	98								
..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	1	..	61	2	63	..	1	..	1	1	3	61	64								
..	..	..	..	..	..	3	..	..	1	2	..	..	1	1	..	1	76	3	79	..	..	2	..	3	76	79									
..	..	..	..	..	..	..	..	1	2	..	..	..	2	2	..	..	153	8	161	..	2	2	2	10	153	163									
..	..	..	..	..	..	..	..	2	..	..	..	..	2	2	..	..	170	6	176	..	..	..	..	6	170	176									
..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	78	2	80	..	1	..	1	1	3	78	81								
..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	62	1	63	..	1	1	2	2	3	62	65								
..	..	..	..	1	..	1	..	1	..	..	1	2	..	..	1	2	142	5	147	..	1	2	1	3	4	8	143	151							
..	..	..	..	1	..	..	..	1	..	..	1	..	1	..	..	..	2	2	..	..	..	..	2	2	2	2	2	2	2	2	2	2			
..	..	..	..	..	..	..	..	1	..	..	1	..	1	1	..	..	17	3	20	..	3	..	3	3	6	17	23								
..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	16	2	18	..	..	..	..	2	16	18									
..	..	..	..	1	..	1	..	..	..	..	..	..	..	2	1	..	79	4	83	..	1	..	1	1	5	79	84								
..	..	..	..	1	..	1	..	1	..	1	..	1	1	..	..	1	81	5	86	..	1	..	1	1	6	81	87								
..	..	..	..	1	..	1	..	1	..	1	..	1	1	..	..	1	79	4	83	..	..	..	..	4	79	83									
..	..	..	..	1	..	1	..	1	..	1	..	1	..	3	2	..	230	7	237	..	2	1	3	3	10	230	240								
1	1	1	1	5	1	3	12	3	1	4	5	26	1	2	3	26	30	1	2444	126	2570	..	4	9	11	124	25	150	2445	2595					

from that of New Mexico; thereby raising the number of companies from thirty-three to thirty-six. Several Rogue river countries.

S. COOPER, Adjutant General.

I.

ADJUTANT GENERAL'S OFFICE,
Washington, November 25, 1856.

*Statement showing the whole number of recruits enlisted in the army
from the 1st of October, 1855, to the 30th of September, 1856.*

I.—GENERAL RECRUITING SERVICE.

Major E. Backus, 3d infantry, general superintendent.

Boston, Massachusetts.....	303
New York, New York.....	825
Oswego, New York.....	3
Brooklyn, New York.....	1
Albany, New York.....	16
Buffalo, New York.....	59
Philadelphia, Pennsylvania.....	846
Pittsburg, Pennsylvania.....	22
Harrisburg, Pennsylvania.....	7
Baltimore, Maryland.....	96
Columbus, Ohio.....	12
Newport, Kentucky.....	143
Louisville, Kentucky.....	15
Chicago, Illinois.....	146
Indianapolis, Indiana.....	45
Detroit, Michigan.....	60
Washington, District of Columbia.....	2

Number of recruits enlisted for the general service..... 2,601

II.—MOUNTED SERVICE.

New York, New York.....	214
Albany, New York.....	13
Philadelphia, Pennsylvania.....	41
Pittsburg, Pennsylvania.....	13
Harrisburg, Pennsylvania.....	19
Carlisle, Pennsylvania.....	22
Baltimore, Maryland.....	105
Richmond, Virginia.....	53
Cleveland, Ohio.....	81
St. Louis, Missouri.....	23
Jefferson Barracks, Missouri.....	4

Number of recruits enlisted for mounted service..... 588

III.—REGIMENTAL SERVICE.

1st regiment of dragoons.....	9
2d regiment of dragoons.....	16

1st regiment of cavalry.....	96	
2d regiment of cavalry.....	87	
Regiment of mounted riflemen.....	298	
Total mounted troops.....		506
1st regiment of artillery.....	69	
2d regiment of artillery.....	38	
3d regiment of artillery.....	54	
4th regiment of artillery.....	62	
Total artillery.....		223
1st regiment of infantry.....	8	
2d regiment of infantry.....	2	
3d regiment of infantry.....	47	
4th regiment of infantry.....	10	
5th regiment of infantry.....	41	
6th regiment of infantry.....	64	
7th regiment of infantry.....	55	
8th regiment of infantry.....	41	
9th regiment of infantry.....	142	
10th regiment of infantry.....	26	
Total infantry.....		436
Corps of sappers and miners.....		36
Detachment at West Point.....		50
Total number enlisted from the 1st of October, 1855, to the 30th of September, 1856.....		<u>4,440</u>

IV.—RECAPITULATION.

For the general service.....	2,601
For mounted service.....	588
By regiments. { Dragoons, cavalry and mounted riflemen....	506
{ Artillery.....	223
{ Infantry.....	436
Sappers and miners and detachment at West Point.....	86
	<u>4,440</u>

V.

Amount of recruiting funds in the hands of officers of the army, September 30, 1855.....	\$46,022 03
Amount of recruiting funds advanced to recruiting officers from the 1st of October, 1855, to 30th Sep- tember, 1856.....	77,328 61
Carried forward.....	123,350 64

Brought forward.....	\$123,350 64
Amount of funds accounted for from October 1, 1855, to 30th September, 1856.....	73,115 29
Balance in the hands of recruiting officers September 30, 1856.....	50,235 35

Of 10,034 persons who offered for enlistment during the year ending September 30, 1856, only 4,440 were accepted. A principal cause of rejection was minority, yet the number of discharges for this cause under the act of September 28, 1850, continues to be very large. The utmost care cannot guard against imposition, and it is greatly to be desired that additional legislation be had on this subject, as heretofore recommended by the honorable Secretary of War.

A serious loss to the service arises from the custom reported to prevail at the depot, Newport Barracks, Kentucky, of civil magistrates discharging enlisted men on writs of *habeas corpus* on pretext of their having been enlisted contrary to the army regulations. If this be legal, there can be no end to the imposition which may be practised by false representations in behalf of the men seeking discharge through the civil courts.

The recruiting service is actively and successfully prosecuted, and the class of men received is superior. Several reports of inspections show an unusually large proportion of Americans among the detachments recently sent to regiments. The number of recruits required to fill the army is about 2,301.

Two majors, one a superintendent, the other commanding a principal depot for recruits, and seventeen subalterns are now employed on the general service, and one major, as superintendent, and seven subalterns on the service for mounted regiments. Funds are also placed in the hands of one or more officers of each regiment, for use at the posts in re-enlisting old soldiers and for chance recruits.

In the cases of enlistments and re-enlistments made at remote stations, much inconvenience is experienced from the absence of magistrates duly qualified to administer the oath of allegiance; and from this cause it frequently happens that the affidavits demanded at the treasury in the settlement of public accounts are obtained with great difficulty. It is therefore recommended that the commanders of posts so situated that resort cannot readily be had to the civil authorities for the purposes mentioned, be empowered by law to administer such oaths as persons belonging to the military service may be required to subscribe to.

Respectfully submitted,

S. COOPER,
Adjutant General.

Hon. JEFFERSON DAVIS,
Secretary of War, Washington.

No. 8.

REPORT OF THE QUARTERMASTER GENERAL.

QUARTERMASTER GENERAL'S OFFICE,
Washington city, November 26, 1856.

SIR: In obedience to your order of the 10th instant, and in compliance with the provisions of the regulations, I submit a report of the operations of the Quartermaster's department during the fiscal year commencing on the 1st of July, 1855, and terminating on the 30th June, 1856.

At the date of my last report the balances in the hands of officers acting in the department in the preceding year amounted to..... \$923,615 86

To which are to be added—

1. Remittances, 3d quarter 1855.....	\$2,487,891 44	
“ 4th quarter 1855.....	1,492,014 00	
“ 1st quarter 1856.....	1,282,453 00	
“ 2d quarter 1856.....	1,556,161 90	
		6,818,520 34

2. Remitted by Secretary of War to Major H. C. Wayne, Colonel D. D. Tompkins, and Lieutenant Colonel A. C. Myers, (purchasing camels and on account Pacific railroad survey).....		21,300 00
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3. Sales and rents of public property, viz:		
4th quarter 1851.....	\$266 57	
3d quarter 1855.....	91,077 15	
4th quarter 1855.....	21,164 61	
1st quarter 1856.....	28,462 85	
2d quarter 1856.....	11,658 57	
		152,629 75

Total to be accounted for.....		7,916,065 95
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From which deduct expenditures in previous fiscal years, received since last report, viz:

1. Expended in 4th quarter 1851.....	\$2,747 36
“ 3d quarter 1852.....	6,639 20
“ 4th quarter 1852.....	5,817 10
“ 1st quarter 1853.....	9 55
“ 2d quarter 1854.....	44 00
“ 4th quarter 1854.....	110 33
“ 1st quarter 1855.....	6,575 91
“ 2d quarter 1855.....	395,294 71
	417,238 16

Brought forward.....	\$7,916,065 95
2. Expended in fiscal year 1856, viz:	
3d quarter 1855.....	\$1,886,578 71
4th quarter 1855.....	1,877,925 21
1st quarter 1856.....	1,494,917 33
2d quarter 1856	1,300,130 57
	6,976,789 98
3. Cancelled drafts.....	10,045 00
	6,986,834 98
Leaving to be accounted for.....	
	929,230 97

Twenty-eight officers and agents, who have been employed in the department, or who have received money on account of it, and whose joint accountability amounts to \$47,621 47, have failed to render their accounts, or to credit sums of money placed in their hands.

Lieutenant M. R. Stevenson, who was reported in my last report, is still indebted the whole sum then due—\$7,494,49. He has been dismissed from the public service.

Lieutenant W. A. Slaughter, who was also reported, has since been killed in battle by the Indians in Washington Territory. Although disbursements are believed to have been made by him, no accounts or vouchers have as yet been received, and the balance of \$8,055 99 charged against him remains as then reported.

The balance which stands charged against Captain F. Steele (\$2,900 50) remains as stated in my last annual report; he is said to have been robbed by a sergeant left in charge of his tent and money, while absent on duty, and is understood to have applied to Congress for relief. The balance for which Lieutenant L. Loeser was reported also remains as then stated, (\$565 09.) He reports that his vouchers and public funds were lost at the time of the wreck of the steamer San Francisco, and it is recommended that he be relieved by an act of Congress from his accountability.

Captain E. P. Scammon stands charged with the sum of \$350, which he received on account of transportation; as he performed the journey for which he received it, it is probable that he expended it, but as he has not accounted for it, it remains as a charge against him. He has been dismissed from the service.

The remainder of the sum in the hands of officers who have failed to render their accounts, it is believed, will all be accounted for. The greater part of the amount has been received by them during the last fiscal year.

Of the balance of the sum unaccounted for, in the hands of officers who have rendered their accounts, about \$356,500, though remitted within the fiscal year, could not have been received at its termination. The balance was distributed among one hundred and ninety officers and agents, and will be applicable to the payment of outstanding claims in the last and preceding years, and to the service of the present year.

The amount paid during the year, including purchases made in the

preceding year and not included in my last annual report, so far as accounts have been received, was—

For fuel.....	\$149,529 54
For forage.....	1,253,968 06
For straw.....	4,471 02
For stationery.....	16,446 55

Making a total of..... 1,424,415 17

For incidental expenses during the same period..... 471,100 67

For the purchase of horses for dragoons, cavalry, rifle regiment, and for the companies of mounted artillery..... 326,224 28

On account of barracks and quarters the expenditures for rents were..... \$95,958 46

For repairs and construction..... 744,836 31

Making a total of..... 840,794 77

The amount paid for mileage or transportation of officers and their baggage when travelling on duty without troops..... 120,759 28

The amount paid for transportation of troops, subsistence, quartermaster's ordnance and ordnance stores, medical stores, clothing, camp and garrison equipage..... 2,862,583 28

The amount paid for materials and expended in the preparation of clothing, camp and garrison equipage for the army..... 896,015 05

The sum expended from special appropriations for barracks, &c..... 44,621 66

The sum paid for other departments, which will be brought to the credit of the quartermaster's department on the settlement of the officers' accounts at the treasury..... 6,463 34

Total expended..... 6,992,977 50

From which deduct amount of ascertained errors in officers' accounts during the year..... 16,187 52

Leaving the accountability of..... 6,976,789 98

Clothing, camp and garrison equipage has been provided and furnished to all the troops throughout the Union in the quantities in which they were due. Owing to the different, distant, and dispersed state of the troops, it is necessary to have depots of clothing in Texas, Kansas, New Mexico, and on the Pacific coast. To keep those depots properly supplied to meet the wants of the service as they arise, it is necessary to have a larger supply on hand than was formerly the case; hence the necessity for appropriations to provide a portion of it in advance; consequently the whole sum estimated for under that head

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will be absolutely necessary to provide it in time for distribution. Owing to the impossibility of keeping the account and distribution of articles provided for the four additional regiments separate from those provided for the army prior to the raising of those regiments, some transfers of balances may become necessary. If these cannot be made at the treasury they should be made by Congress.

Clothing, often from causes beyond the control of the officers who have charge of it, owing probably to their frequent changes and removals, becomes damaged or injured, sometimes in a slight degree; it is then examined by a board of survey, condemned as unsuitable, and turned over to the quartermaster of the post to be disposed of at public sale. When sold it brings but a small part of its real value. I recommend that some arrangement be made, by law or otherwise, to have it issued or sold to the troops at the value placed upon it by the boards of survey, to be charged on the muster rolls and paid for at each regular payment. This course, if properly carried into effect, would produce a saving of expense, and the soldier be as well clad as at present.

The various regular supplies, viz: fuel, forage, straw and stationery, have been promptly furnished to the several officers, corps, and branches of service to whom they were due at the different posts and stations.

Transportation was furnished during the year for all the supplies required for the army, at the different posts; for the troops operating in the field; for about 4,500 recruits, from the recruiting depots to the regiments and companies to which they were assigned; for six companies of the 2d dragoons from Texas to Fort Riley, Kansas Territory; for the 2d regiment of cavalry from Jefferson Barracks, Mo., to Texas; for three companies of the 7th infantry, returning from Bent's Fort, on the upper crossing of the Arkansas river, back to Fort Gibson; for the 9th regiment of infantry from Fort Monroe, Virginia, to Oregon and Washington Territories, on the Pacific; for nine companies of the 10th infantry from Carlisle Barracks, Pennsylvania, to the Upper Mississippi river; and for the different companies engaged in the expedition of Brigadier General Harney against the Sioux Indians in Kansas and Nebraska; in addition to which there were made numerous movements of troops engaged in Texas, New Mexico, California, Oregon and Washington Territories, in their various operations against the Indians of those States and Territories.

The expenditures of the last year for forage and transportation have been very great, owing to the numerous and extensive movements of troops which have been necessarily made to and within the States of Texas and California, and the Territories of New Mexico, Oregon, Washington, Kansas, and Nebraska, on account of the continued depredations and disturbed state of the Indians in those sections of our country.

When the estimates for the present fiscal year were presented, they were stated to be minimum estimates. It was hoped that most of the Indian difficulties would have ceased, and that the sums appropriated might be sufficient for the year; but those in Oregon and Washington Territories have been increased and continued, and the Indians in

Texas, New Mexico, and west of the Missouri, are kept in check only by a continual display of military force. The appropriations for these items, it is now thought, will not be sufficient for the wants of the service, and a deficiency will probably have to be applied for at the next session of Congress.

As stated in my last annual report, the expenditures under these heads can be controlled no further than by an economical and faithful disbursement of the money appropriated. The amount of expenditure must depend upon the circumstances of the service as they arise, which are entirely beyond the control of this or any other department; and it is in vain to suppose that they can be much reduced so long as our troops are compelled to operate upon so extensive a theatre, in parts of our country so difficult of access and possessing so few resources that most, if not all, the supplies have to be purchased frequently at high prices, and must even then be frequently transported a great distance by land to the points where they are wanted for consumption.

As stated in my last annual report, additional accommodations had to be prepared for the increase of the army, by act of March 3, 1855. The quarters for officers and soldiers, and stabling for horses of six companies of mounted troops, had been commenced at Fort Riley, and for ten companies of mounted troops at Fort Leavenworth. These buildings have been steadily progressing, as far as the appropriations have admitted, and can probably be completed with the annual appropriations for the present year.

A new post (Fort Randall,) has been established on the Upper Missouri river, at which part of the troops who wintered at Fort Pierre have been stationed. Comfortable buildings have been erected, or are in course of construction, to enable them to winter at the post.

Additions have been made to the barracks and quarters at Fort Laramie, Kansas; but further and extensive additions to them will be necessary, should the force stationed there at present be maintained.

Additions have been made to those at Fort Kearny.

Additions and repairs have been made at the various posts in Texas and New Mexico, but as they are all situated on lands rented, not owned, by the public, none but temporary buildings can be erected; consequently, the troops are not quartered as they should be. I again repeat the recommendations made in my last and previous annual reports, that application be made to Congress to authorize the Secretary of War to purchase such sites in that State and Territory as the security of the country and the protection of the people require should be permanently occupied.

Various additions have been made to the different posts occupied in California, and Washington and Oregon Territories; but as most of the posts have been occupied but temporarily, and frequently changed, no permanent buildings have been erected, except at Benicia, California, and at Vancouver, in Washington Territory.

I again repeat the recommendations made in former reports, and that application be made to Congress to authorize them:

That, owing to the dispersed state of the army, it has become necessary to employ, by detail, more than a hundred regimental officers, in the duties of the department. Some of them are assistant commissaries of subsistence, who, in that capacity, receive additional pay;

but such as are not of the subsistence department receive nothing for their services, and often greatly increased expenses and heavy responsibility. Justice requires that they should receive the same additional compensation allowed to assistant commissaries of subsistence.

That, as it has become necessary to have permanent depots of clothing, camp and garrison equipage, in Texas, Kansas, New Mexico, California and Washington Territory, six military storekeepers be added to the quartermaster's department, with the same compensation as is now, or may be, allowed to the two already attached to it.

That four clerks of the 1st class be added to the number now authorized to be employed by law in the Quartermaster General's office. The increase of the army, and of the number of disbursing officers who have accounts to settle with the office, renders it absolutely necessary for the prompt and critical examination of their accounts, returns, and reports.

That as the extra compensation allowed by law to ordnance sergeants was based upon the extra pay allowed to other enlisted men at the date of the act creating the office, it be increased to ten dollars a month.

That the enlisted soldiers employed on extra duty, as clerks in the several staff corps, whose services are as important and as valuable as those of mechanics, and who, not being technically such, are paid as laborers only by the act of Congress approved the 4th of August, 1854, be classed by law with mechanics.

By the legislation of Congress, the Quartermaster's department is charged with a heavy money and property accountability, the accounts and vouchers for which must be separated, and sent for settlement to the Second and Third Auditors of the Treasury. Officers on the frontiers and in the field cannot keep appropriation accounts; and it often happens that not only vouchers in the same account, but items in the same voucher, have to go to the two auditors; and every officer of the department, as well as every officer commanding a company or detachment of mounted troops, is obliged to make to the Quartermaster General's office two property accounts every quarter—one for the Second and the other for the Third Auditor.

Such is the state of things now, that if canvas be taken from the same bale to make or repair a wagon cover, and to make or repair a tent or tent fly, the quantity used for each must appear upon a separate return, because the quantity used in the latter case must be accounted for to the Second Auditor, and in the former to the Third; and if plank and nails be taken to make a floor and bunks for the accommodation of the sick in a hospital tent, or for the troops in an encampment, these materials must be accounted for on one return to the Third Auditor, while the tents, tent poles and flies must be accounted for on a separate return to the Second Auditor. I have no preference as to the auditors, but I do hope that one or the other of them may be authorized by law to receive and settle all the accounts of the officers of the Quartermaster's department, without reference to the other.

We have now on the regular military establishment five mounted regiments and four companies of horse artillery, requiring constantly, either in service or in preparation for service, upwards of three thousand horses; and we have constantly employed in the trains, and at the several garrisons, about five thousand horses and mules; and there

is not a single veterinary surgeon authorized by law. There should be organized, and placed under a competent head, a veterinary corps, to consist of a competent surgeon and two assistant surgeons, to each regiment of mounted troops, who should be assigned to duty at depots, and with mounted regiments, squadrons, detachments, cavalry and artillery schools of instruction, and trains. More is lost every year, by the sacrifice of horses and mules for want of proper veterinary aid, than would support the expense of such a corps for two or three years. I recommend that such a corps be employed, and that a veterinary school be established, where commissioned officers and non-commissioned officers of dragoons, mounted riflemen, and light artillery, as well as the candidates for the veterinary corps, may receive competent instruction in all that relates to the care, management and diseases of horses and mules.

Recurring to the expenditures for forage and transportation within the fiscal year, it will be seen that these two items have amounted to more than four millions of dollars. That, at first view, seems to be an enormous sum for only two items; but when we take into view the fact that our small army covers a territory equal to the whole of Europe, from Russia to France, including those two powerful empires, and that its operations are carried on in sections of the country entirely without resources, it seems not so strange that the expenditure should be so much, but that it is not greater. Should operations continue upon a similar scale, the only way to make the expenditure less, with any probable degree of certainty, will be, as stated in my last annual report, to adopt a system of railroad communications between the distant points of our territory without the boundaries of the States. I limit my views on the subject to territories without the organized States, to keep clear of all constitutional difficulty, though I am aware that under the first clause of the eighth section of the Constitution *Congress alone has the power to provide for the common defence*; and a power, too, not modified by any subsequent amendment. Now, communications by which fortresses may be supported, or frontiers reinforced, are as necessary to the common defence as the fortresses themselves or the troops that defend the frontier.

Unless we possess the means of rapidly reaching the Indians who range between the western States and the Pacific, they will continue hostile and keep our troops in constant and rapid movement, and at an expense perhaps greater than heretofore; and without a railway communication to the Pacific, we shall continue to hold our possessions there, as we hold them now, at the will and by the courtesy of the two great maritime powers of Europe. We have no means of rapid communication with those possessions but through a neutral territory, which would not be available in war. To render them secure, we should, at once, have communications direct to the principal points on the Pacific.

I have the honor to be, sir, most respectfully, your obedient servant,

TH. S. JESUP,

Quartermaster General.

Hon. JEFFERSON DAVIS,

Secretary of War, Washington City.

Vol. ii—17

No. 9.

REPORT OF THE COMMISSARY GENERAL OF SUBSISTENCE.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington, October 30, 1856.

SIR: I have the honor to submit the following report of the operations of this department during the past year, and to transmit an estimate for the subsistence of the army during the fiscal year ending June 30, 1858.

Advertisements for proposals to supply the troops with subsistence during the fiscal year 1857 were duly made, but the bids received were at such high rates, that, by your instructions, no contracts were made. The army has, therefore, been supplied by purchase—public notice being given of the wants as they occurred—and it is believed with saving to the government, whilst the troops have been furnished with a better quality of provisions.

Notwithstanding the active operations of far the greater part of the army, and its wide distribution, no instance is known of suffering from the want of subsistence.

Some cases of scurvy occurred at Fort Pierre during the last winter, due to the impossibility of procuring fresh vegetables in that distant and barren country. An effort was made to cultivate a garden on Farm island, a few miles below Fort Pierre, but drought and the grasshoppers caused it to fail.

In presenting the estimate for the coming year, I have submitted the cost of the ration at $27\frac{1}{2}$ cents, including therein all expenses incurred by this department until it is issued to the soldier.

I would again most earnestly ask your attention to the evils of the contract system when applied to the subsistence of the army. The expense is greater to the government than by the system of purchase. The provisions furnished are not of as good quality, and consequently the decay is greater. The contractors, as a general rule, are not dealers in the articles, but speculators, with not the same inducements to produce good articles as the regular dealer, but satisfied to produce an article which will pass inspection.

No care in such inspection will determine how long the perishable articles will keep good; and generally, these inspections must be made many months before the articles are to be used. By the system of purchase the officer can select the best and freshest articles from the whole market, and, in their first packing, has the best opportunity for a thorough inspection. Time must be allowed the contractors for their preparations and deliveries; during this time changes may occur in the positions of the troops, rendering the stores unnecessary, and compelling their sale at great sacrifice to the United States. There is an uncertainty in the contract system, particularly at our distant posts, where the failure of the contractor to make his deliveries, or to furnish articles which would pass inspection could not be remedied, and much suffering might ensue to the troops. During my experience of thirty-eight years, I have failed to find a single benefit to the

United States in this department from the contract system, whilst its evils have increased with the greater dispersion of the troops, and their distances from the points of supply.

I would, therefore, most respectfully ask your recommendation for the repeal of the 7th section of the act, approved April 14, 1818, thus leaving with the Secretary of War to supply subsistence to the army, either by contract or purchase, as he may deem most advantageous.

Very respectfully, your most obedient servant,

GEORGE GIBSON,
Commissary General of Subsistence.

Hon. JEFFERSON DAVIS,
Secretary of War.

No. 10.

REPORT OF THE PAYMASTER GENERAL.

PAYMASTER GENERAL'S OFFICE,
November 10, 1856.

SIR: I have the honor to submit herewith a report of the transactions of the pay department for the fiscal year ending the 30th June, 1856.

It will be seen by the tabular statement herewith, that there remained in the hands of paymasters on the 30th June, 1855, applicable to payments due in the first quarter of the last fiscal year, the sum of \$749,057 78; in addition to which they have received from the treasury and other sources, exclusive of amounts transferred from one to another, the sum of \$3,770,456 35, making a total to be accounted for of \$4,519,514 13, expended as follows:

Payments to regular troops.....	\$3,861,463 09
Payments to volunteers.....	17,135 62
In paying the Military Academy.....	106,464 96
Total expended	<u>3,985,063 67</u>

Leaving a balance to be accounted for of \$534,450 46.

The balances, with few exceptions, have been expended and accounted for since the commencement of the present year.

I have the honor to be, very respectfully, your obedient servant,

BENJ. F. LARNED,
Paymaster General.

Hon. JEFFERSON DAVIS,
Secretary of War.

REPORT OF THE

Statement showing the amount remaining in the hands of each of the disbursing officers of the Pay Department, and unaccounted for, on the 1st of July, 1855, the amount remitted to each from the treasury, or turned over by other agents, during the fiscal year ending 30th June, 1856; the amount accounted for by accounts and vouchers of expenditure, or by transfer or replacements in the treasury, and the balance unaccounted for to be applied to payments in the first quarter of the next fiscal year.

Paymasters.	Balances in hand and unaccounted for on the 1st July, 1855.	Remitted from the treasury, and turned over by other agents, during the year ending 30th of June, 1856.	Total amount received and to be accounted for.	Amount expended in paying the regular troops.	Amount expended in paying volunteers.	Amount expended in paying the Military Academy.	Amount turned over to other agents or replaced in the treasury.	Total amt ^t accounted for.	Balances unexpended to be applied to next fiscal year.
T. P. Andrews, deputy paymaster general	\$168,968 07	\$283,884 93	\$452,853 00	\$114,829 23	.....	.....	\$257,459 35	\$372,288 58	\$80,564 42
E. Van Ness .....	.....	255,279 32	255,279 32	92,068 70	\$2,986 28	.....	119,517 23	214,572 21	40,707 11
T. J. Leslie	20,500 61	261,597 55	282,098 16	176,687 17	1,342 36	.....	93,452 65	271,482 18	10,615 98
St. Clair Denny	14,572 70	377,691 25	392,263 95	352,239 71	6,094 50	.....	22,964 98	381,299 19	10,964 76
David Hunter	4,198 70	608,292 86	612,491 56	266,986 17	803 70	.....	254,847 30	600,166 75	12,324 81
L. J. Beall	41,108 51	286,021 09	327,129 60	233,013 07	815 41	.....	90,110 66	323,939 14	3,190 46
A. J. Coffee	120,325 15	76,903 28	197,238 43	83,883 02	1,612 99	.....	99,000 00	184,496 01	12,742 42
G. H. Ringgold	17,927 32	86,058 47	103,985 79	58,396 22	47 66	.....	27,932 46	86,376 34	17,609 45
Henry Hill	27,171 74	65,736 87	92,908 61	55,650 06	.....	.....	37,192 32	92,842 38	66 23
R. B. Reynolds	11,193 04	104,661 41	115,854 45	85,312 87	1,004 44	.....	17,902 89	104,220 20	11,634 25
J. Y. Dashiell	10,413 50	85,865 81	96,279 31	89,914 80	293 81	.....	41 00	90,249 61	6,029 70
S. Maclin	23,848 77	119,276 08	143,124 85	88,719 99	35 93	.....	53,515 11	142,271 03	853 82
A. W. Gaines	62,038 13	165,521 20	227,559 33	164,713 01	.....	.....	12,000 00	176,713 01	50,846 32
A. G. Bennett	1,281 80	.....	1,281 80	.....	.....	.....	.....	.....	1,281 80
Hiram Leonard	9,350 32	115,077 21	124,427 53	112,345 48	.....	.....	7,238 00	119,583 48	4,844 05
F. A. Cunningham	52,690 73	43,454 66	96,145 39	43,038 41	.....	.....	11,954 18	54,992 59	41,152 80
George C. Hutter	26 46	182,464 77	182,491 23	159,632 37	59 39	.....	1,136 20	160,827 96	21,663 27
A. J. Smith	60,000 00	294,122 03	354,122 03	193,193 61	45 00	.....	60,513 00	253,751 61	100,370 42
N. W. Brown	9,753 77	344,436 89	354,190 66	301,494 94	985 90	.....	9,861 70	341,277 92	12,912 74
J. R. Hagner	8,404 47	155,726 80	164,131 27	162,691 26	.....	.....	170 00	162,861 96	1,270 01
B. W. Brice	12,770 69	185,285 58	198,056 27	148,869 25	666 63	.....	36,221 94	185,757 82	12,298 45
Cary H. Fry	24,638 54	211,252 60	235,897 14	184,590 51	.....	.....	41,709 23	226,299 74	9,591 40
Benjamin Alvord	36,812 44	190,464 83	227,277 27	206,559 95	.....	.....	.....	206,833 90	20,443 37
R. H. Chilton	9,390 52	214,616 35	224,006 87	175,071 10	273 95	.....	10,005 00	185,113 77	38,893 10
F. E. Hunt	1,661 80	128,257 37	129,919 17	129,018 65	30 00	.....	.....	129,048 65	870 52
Henry Prince .....	.....	196,002 26	196,002 26	182,543 54	.....	.....	2,749 92	185,293 46	10,708 80
	749,057 78	5,037,951 47	5,787,009 25	3,861,463 09	17,135 62	106,464 96	1,267,495 12	5,252,558 79	534,450 46

PAYMASTER GENERAL'S OFFICE, November 10, 1856.

BENJAMIN F. LARNED, Paymaster General.

No. 11.

REPORT OF THE SURGEON GENERAL.

SURGEON GENERAL'S OFFICE,

November 13, 1856.

SIR: I have the honor to submit to you the usual annual report on the financial and other transactions of the medical department of the army, during the fiscal year ending the 30th of June, 1856.

The amount of the appropriation for the medical and hospital department remaining on the 30th June, 1855, was:

In the hands of disbursing agents.....	\$7,160 93		
In the treasury of the United States.....	18,132 50		
Amount appropriated per act approved March 3, 1855	52,500 00		
			\$77,793 43
Of this sum there has been expended on account of—			
Pay and other claims of private physicians contracted in 1846.....	116 50		
Do .....do.....do.....1847	116 50		
Do .....do.....do.....1848	3,811 76		
Do .....do.....do.....1850	540 66		
Do .....do.....do.....1851	996 10		
Do .....do.....do.....1852	1,773 47		
Do .....do.....do.....1853	155 66		
Do .....do.....do.....1854	1,274 38		
Do .....do.....do.....1855	2,391 24		
Do .....do.....do.....1856	9,288 12		
		\$20,464 40	
On account of medical supplies, &c., &c., in 1842	22 75		
Do .....do.....do.....1844	7 94		
Do .....do.....do.....1848	10,360 34		
Do .....do.....do.....1849	50 00		
Do .....do.....do.....1850	28 50		
Do .....do.....do.....1851	66 85		
Do .....do.....do.....1852	63 70		
Do .....do.....do.....1853	63 72		
Do .....do.....do.....1854	125 07		
Do .....do.....do.....1855	2,188 96		
Do .....do.....do.....1856	38,598 45		
		51,576 28	
Leaving in the hands of disbursing agents, &c.....	2,151 62		
In the treasury of the United States.....	3,601 13		
		5,752 75	
			77,793 43

From the preceding tabular statement, it appears that the entire amount of funds available for the service of the medical and hospital department of the army during the fiscal year ending June 30, 1856, was seventy-seven thousand seven hundred and ninety-three dollars and forty-three cents, (\$77,793 43;) and that the total expenditure amounted to seventy-two thousand and forty dollars and sixty-eight cents, (\$72,040 68;) leaving a balance applicable to the service of the present year of five thousand seven hundred and fifty-two dollars and seventy-five cents, (\$5,752 75.)

Of the whole sum expended during the year, twenty thousand four

hundred and sixty-four dollars and forty cents (20,464 40) were paid on account of the pay and other claims of private physicians; and fifty-one thousand five hundred and seventy-six dollars and twenty-eight cents (\$51,576 28) on account of medical and hospital supplies.

Ample supplies of medical and hospital stores have been provided for the sick and wounded of the army; and notwithstanding the long, devious, and difficult lines of transportation, the supplies have been, as far as I have learned, regularly distributed to the various military stations throughout the country, and with much less destruction or loss of articles than usual on the transit to the most distant posts.

The tabular statement of the sick and wounded of the army for the year ending June 30, 1856, compiled from reports of the medical officers, and herewith transmitted, gives the following statistical results.

There were 898 officers and enlisted men remaining on the sick report on the 30th of June, 1855, (457 sick and 441 convalescent,) and during the succeeding twelve months there occurred 46,319 cases of wounds and disease, making an aggregate of 47,217 cases of indisposition treated during the year ending the 30th of June, 1856. Of this number 45,508 were "returned to duty," 21 were placed "on furlough," 252 were "discharged the service," 52 "deserted," and 358 died; leaving 502 "sick," and 524 convalescents; in all, one thousand and twenty-six men still under medical treatment.

From the returns in this office it appears that the mean strength of the army for the year ending on the 30th of June last, was 14,434, and there having been 46,319 cases of sickness reported as occurring during the year, it follows that the proportion of cases of disease to the number of officers and enlisted men was 3.20 to 1, so that on an average each individual was sick or wounded three and one fifth times during the year. Again, as the number of deaths reported amount to three hundred and fifty-eight (358) it will appear that the ratio of deaths to the number of men in the army (14,434) was as 1 to 40.31, and the proportion of deaths to the aggregate number of cases of indisposition treated (47,217) as 1 to 131.89.

A medical board was convened at Newport barracks, Kentucky, on the 1st of August of the present year, to examine assistant surgeons for promotion, and candidates for appointment to the medical staff of the army.

Six assistant surgeons were examined, all of whom, having come up to the standard of merit required, were reported qualified for promotion.

Thirty-nine invitations were sent to applicants for appointment in the medical staff of the army; of this number seventeen were examined, (the others did not report in person to the board, or having reported declined an examination,) and ten were approved; all of whom have since been appointed assistant surgeons in the army.

The medical corps, however, is still deficient by three officers—two surgeons and one assistant surgeon; and in order to provide for these and other vacancies that may occur during the year, another medical board has been convened at St. Louis, Missouri, and it is now engaged

in examining candidates for appointment to the medical department of the army.

There are but three medical officers at this time on leave of absence, and these are disabled by disease from performing their ordinary duties.

The duty of taking meteorological observations at the various military posts is rigidly enforced; and the medical officers are required also to make, as far as practicable, contributions to all the branches of natural science.

From the act of Congress of the 16th of August of the present year, authorizing the appointment of hospital stewards distinct from the rank and file of the army, and awarding to the nurses and other attendants in hospital a small amount of extra compensation, the same that is accorded to the soldiers performing extra duty or labor, much benefit to the service is anticipated.

The hospital steward, knowing that his position in the hospital is somewhat permanent, and being confined to one sphere of action or line of duty, will feel proud of his station, and be disposed to devote the best energies of his mind and body to the duties of his office, and this with the hope, too, of future preferment. While the hospital attendant or nurse, a position often forced upon the enlisted man, feeling that his services are duly recognized—the same as those of the soldier engaged on other extra duty—will become reconciled to his avocation, and of course will be in a better frame of mind to discharge faithfully the duties assigned him in the hospital.

Since my last annual report, the publication of the Army Meteorological Register, therein referred to—a quarto volume of more than 700 pages—has been completed, and the work has been very generally distributed to senators and representatives in Congress, to colleges and public libraries in this country and abroad, and to individuals specially interested in the science of meteorology.

A statistical report on the sickness and mortality in the army of the United States, embracing a period of sixteen years, from January, 1839, to January, 1855, which had been for some time in course of preparation, was completed during last year.

This report has been printed by order of the Senate of the United States, and will, in a few days, be ready for distribution.

All of which is respectfully submitted.

TH. LAWSON,
Surgeon General.

Hon. JEFFERSON DAVIS,
Secretary of War.

Annual report of the sick and wounded of the army of the United States for the year ending June 30, 1856.

Quarters.	REMAINING LAST REPORT.			TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.												
	Sick.	Convalescent.	Total.	Fevers.								Eruptive fevers.				
				Febris continua com- munis.	Febris intermittens quotidiana.	Febris intermittens tertiana.	Febris intermittens quartana.	Febris remittens.	Febris typhus.	Febris typhus icte- rodes.	Febris typhoides.	Febris congestive.	Erysipelas.	Rubeola.	Variola.	Vaccinia.
September 30, 1855.	---	---	---	112	1,573	1,271	25	315	48	---	---	---	6	---	---	---
December 31, 1855.	---	---	---	87	1,300	1,192	35	318	48	2	---	---	11	---	3	---
March 31, 1856.	---	---	---	61	612	691	12	69	14	1	---	---	10	---	---	---
June 30, 1856.	---	---	---	34	1,030	890	5	139	1	---	13	4	11	32	---	3
Grand total.	457	441	898	294	4,515	4,044	77	841	111	3	13	4	38	32	3	3
Causes of death.	---	---	---	5	2	---	---	13	19	2	2	2	1	---	1	---

Annual report of the sick and wounded of the army—Continued.

TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.																		
Diseases of the organs connected with the digestive system.																		
Quarters.	Cholera.	Colica.	Cynanche parotidæa.	Diarrhœa.	Dysentæria acuta.	Dysentæria chronica.	Dyspepsia.	Enteritis.	Gastritis.	Hæmatemesis.	Hepatitis acuta.	Hepatitis chronica.	Icterus.	Obstipatio.	Peritonitis.	Tonsillitis.	Cholera epidemic.	All other diseases.
September 30, 1855.---	69	283	2	3,263	774	15	67	7	17	2	4	6	7	769	6	71	185	2
December 31, 1855.---	9	154	4	1,637	477	30	61	15	23	---	2	3	18	431	3	120	11	1
March 31, 1856.-----	8	92	19	930	275	19	39	7	12	2	2	1	10	434	1	216	---	58
June 30, 1856.-----	27	137	2	938	290	7	60	12	26	1	5	4	15	474	16	79	20	8
Grand total.-----	113	666	27	6,768	1,816	71	227	41	78	5	13	14	50	2,108	26	486	216	69
Causes of death.---	3	1	---	38	21	15	---	6	2	---	1	1	3	---	7	---	58	---

Annual report of the sick and wounded of the army—Continued.

TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.																								
Quarters.	The respiratory system.										The brain and nervous system.													
	Asthma.	Bronchitis acuta.	Bronchitis chronica.	Catarrhus.	Hæmoptysis.	Laryngitis.	Phthisis pulmonalis.	Pleuritis.	Pneumonia.	All other diseases.	Apoplexia.	Cephalalgia.	Chorea.	Delirium tremens.	Epilepsia.	Mania.	Melancholia.	Meningitis.	Neuralgia.	Paralysis.	Tetanus.	Ictus solis.	All other diseases.	
September 30, 1855.---	8	79	12	686	4	2	17	24	10	---	5	117	---	34	18	5	2	---	32	3	---	11	7	
December 31, 1855.---	7	110	24	1,454	9	8	13	32	36	---	3	185	1	34	12	1	3	---	49	3	2	---	2	
March 31, 1856.-----	6	191	5	1,740	14	7	12	77	42	9	2	138	---	37	13	---	3	---	43	7	---	---	8	
June 30, 1856.-----	4	59	11	658	14	14	4	38	22	9	3	177	---	19	25	3	2	3	50	8	---	3	4	
Grand total.-----	25	439	52	4,538	41	31	46	171	110	9	13	617	1	124	68	9	10	3	174	21	2	14	21	
Causes of death.---	1	---	1	---	1	---	22	1	20	3	5	---	---	11	---	---	---	---	---	2	1	2	2	

Annual report of the sick and wounded of the army—Continued.

TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.																						
Quarters.	The urinary and genital organs.										The serous exhalent vessels.				The fibrous and muscular structures.							
	Calculus.	Cystitis.	Enuresis.	Gonorrhoea.	Ischuria et dysuria.	Nephritis.	Orchitis.	Stricture urethræ.	Syphilis primitiva.	Syphilis consecutiva.	Ulcus penis non syphiliticum.	All other diseases.	Anasarca.	Ascites.	Hydrocele.	All other diseases.	Pernio.	Podagra.	Rheumatismus acutus.	Rheumatismus chronicus.	Lumbago.	
September 30, 1855.....	1	3	2	208	10	6	39	6	86	43	11	11	7	1	---	---	---	---	245	81	---	
December 31, 1855.....	2	7	2	116	6	3	35	7	100	35	7	10	1	4	---	---	1	108	---	219	119	---
March 31, 1856.....	---	2	1	141	5	3	49	7	68	31	7	12	9	1	---	---	---	170	---	340	118	---
June 30, 1856.....	1	2	5	150	7	5	30	7	48	24	1	6	2	1	2	---	---	1	4	318	138	6
Grand total.....	4	14	10	615	28	17	153	27	302	133	26	39	19	7	2	1	279	4	1,122	456	6	
Causes of death.....	---	---	---	---	---	1	---	---	---	1	---	1	---	3	---	---	1	---	2	---	---	

Annual report of the sick and wounded of the army—Continued.

TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.																
Quarters.	Abscesses and ulcers.			Wounds and injuries.												
	Fistula.	Phlegmon et abscessus.	Ulcus.	Ambustio.	Amputatio.	Concussio cerebri.	Contusio.	Fractura.	Luxatio.	Punitio.	Subluxatio.	Vulnus incisum.	Vulnus laceratum.	Vulnus punctum.	Vulnus sclopeticum.	Vulnus contusum.
September 30, 1855.---	4	778	156	27	4	2	577	21	11	6	175	157	72	39	22	1
December 31, 1855.---	2	517	151	39	6	2	567	27	17	---	179	151	102	31	60	10
March 31, 1856.-----	-----	518	215	48	6	7	602	33	15	2	172	169	82	40	34	4
June 30, 1856.-----	6	481	87	27	4	5	468	28	8	5	185	143	92	43	83	-----
Grand total.-----	12	2,294	609	141	20	16	2,214	109	51	13	711	620	348	153	199	15
Causes of death.-----	-----	1	-----	-----	-----	1	-----	-----	-----	-----	-----	5	-----	2	29	-----

Annual report of the sick and wounded of the army—Continued.

TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.																						
All other diseases.																						
Quarters.	Amaurosis.	Aneurisma.	Angina pectoris.	Atrophia.	Cachexia.	Debilitas.	Ebrietas.	Exostosis.	Hæmorrhoids.	Hemeralopia et Nyc- talopia.	Hernia.	Morbi cutis.	Morsus serpentis.	Odontalgia.	Ophthalmia.	Otitis.	Pericarditis.	Prolapsus ani.	Scorbutus.	Scrofula.	Splenitis.	
September 30, 1855	4	---	4	---	1	265	92	---	87	9	17	106	2	77	155	67	1	1	321	8	6	
December 31, 1855	---	---	2	---	---	125	91	1	63	---	11	62	2	96	130	42	4	1	105	11	1	
March 31, 1856	3	---	2	---	---	53	89	---	52	8	17	61	12	106	173	52	2	1	352	6	3	
June 30, 1856	1	1	1	1	7	114	101	---	55	14	24	72	2	86	223	43	7	2	290	6	7	
Grand total	8	1	9	1	8	557	373	1	257	31	69	301	18	365	681	204	14	5	1,068	31	17	
Causes of death	---	---	---	1	---	3	3	---	---	---	---	---	---	---	---	---	---	1	---	7	---	1

Annual report of the sick and wounded of the army—Continued.

Quarters.	TAKEN SICK OR RECEIVED INTO HOSPITAL DURING THE YEAR.										REMAINING.								
	All other diseases.										Sick.	Convalescent.	Total.						
	Suicidium.	Toxicum.	Varix.	Vermes.	Disease of heart	Injury of spine.	Drowned.	Cause not reported.	Morbi vari.	Total.									
September 30, 1855	---	13	6	12	2	---	---	---	793	14,836	---	---	---	---	---	---	---	---	---
December 31, 1855	1	4	7	4	4	---	---	---	418	11,811	---	---	---	---	---	---	---	---	---
March 31, 1856	1	6	11	6	1	---	---	---	427	10,304	---	---	---	---	---	---	---	---	---
June 30, 1856	1	19	10	10	3	1	1	---	439	9,368	---	---	---	---	---	---	---	---	---
Grand total	3	42	34	32	10	1	1	---	2,077	46,319	47,217	45,508	21	252	52	358	502	524	1,026
Causes of death	3	1	---	---	4	---	1	7	4	358	---	---	---	---	---	---	---	---	---

Quarters.

Grand total

Causes of death

Annual report of the sick and wounded of the army—Continued.

MEAN STRENGTH.

Quarters.	Officers.	Enlisted men.	Total.
September 30, 1855.....	673	14,254	14,927
December 31, 1855.....	699	14,887	15,586
March 31, 1856.....	351	14,140	14,791
June 30, 1856.....	561	11,872	12,433
Aggregate.....			57,737
Average.....			14,434

TH. LAWSON, *Surgeon General.*

No. 12.

REPORT OF THE CHIEF ENGINEER.

ENGINEER DEPARTMENT,
Washington, November 25, 1856.

SIR: I have the honor to lay before you my annual report on the condition of those branches of the military service that are committed to this department.

FORTIFICATIONS ON THE SEABOARD AND NORTHERN FRONTIER.

Giving briefly the state of advancement or efficiency of the fortifications in the remarks that follow under their respective heads, I shall, on the general subject, do little more than refer back to the arguments that I have heretofore earnestly and often pressed, in behalf of the system of national defence, and in explanation of the urgent necessity for bringing it promptly to completion.

The arguments heretofore adduced in support of this system by successive boards of officers in reply to calls from Congress and the War Department, and in answer to objections or in refutation of groundless theories that were shaking the public confidence therein, have received such full and perfect confirmation in the events of the war lately ended in the Old World, as to need no further amplification. If those events have not established beyond all cavil the efficiency—the *sufficiency*—of the defence of harbors by fortifications against the most formidable naval means ever concentrated, it would be hopeless to attempt to do so by words.

It is the object of the estimates for fortifications now submitted to Congress, to provide either by specific grants or under the general head of “contingencies of fortifications,” for the maintenance of existing forts in a state of efficiency, and for pushing forward those that are under repair or in course of construction. And I have great satisfaction in reporting that with the grants made of late and those that the Executive now calls for, very good progress will have been made in the defensive system.

But there are yet to be begun fortifications indispensable to the security of several points of great importance. These having been often urged upon the favor of Congress, I now mention merely the most important of them, referring to my previous reports for reasons in support of each case.

Stating them in geographical order, the new forts first required are:

A fort at the entrance of New Bedford harbor, Massachusetts.

In New York harbor, a fort at Sandy Hook; another at a point opposite Fort Schuyler on Throgg’s neck, and a third on Staten Island, being the rebuilding of old Fort Tompkins.

A fort on Ship Island, Mississippi, which will exercise a powerful control over the eastern avenues to New Orleans, and also over the water communication between New Orleans, Mobile, Pensacola and the eastern coast of the Gulf of Mexico.

On the Pacific coast new fortifications for the defence of the entrance to San Francisco bay.

The above are of the greatest urgency. But of almost equal necessity are:

A new fort at the mouth of the Kennebeck river, Maine;

Two or three forts on the coast of Texas; and

Two or three on the Pacific coast; besides the additional works needed, as before stated, at the entrance of San Francisco bay.

On the subject of the proposed new fortifications, I shall beg to lay before you a separate communication, including estimates of the appropriations recommended for the commencement of the works.

Fort Mackinac, Michigan.—A personal inspection lately made by me exhibited the old fort in a very dilapidated condition as regards its defences. It is the intention, if an engineer officer can be spared during the coming year, to apply a small sum from the appropriation for contingencies of fortifications to the repairs most urgently demanded.

Fort Wayne, Detroit, Michigan; in charge of Lieutenant C. E. Blunt.—This work is generally in good condition, though some portions of the timber scarp require repairs, which will be applied forthwith. The buildings are in the same unfinished condition as reported last year.

Fort Porter, near Buffalo, New York; in charge of Lieutenant C. E. Blunt.—Some small operations necessary to maintain the tower in good condition have been executed; others have to be taken in hand, together with some repairs in the officers' quarters.

Balance in hands of agent, October 1, 1856..... \$14,921 52

Fort Niagara, New York; in charge of Lieutenant C. E. Blunt.—A number of repairs and renewals have been made during the year. Several cribs for shore protection have been built and others repaired, portions of the scarp and block-houses have been pointed. A series of soundings in the river and lake have been made, to obtain data for the permanent protection of the shore.

Balance in treasury October 1, 1856..... \$3,579 00

Probable amount to be expended by June 30, 1857..... 3,579 00

Fort Ontario, Oswego, New York; in charge of Lieutenant C. E. Blunt.—Nothing has been done during the year. The decay of the timber scarp and gun platforms (reported last year) is steadily progressing. There is a necessity for considerable repairs to this work if it is to be maintained.

Fort Montgomery, Rouse's Point, New York; in charge of Lieutenant C. E. Blunt.—The small balance available at the commencement of the working season, and the delay of the annual appropriation, have limited the amount of work done during the year. The scarp and parapet of one bastion and curtain have been completed, and the last

lower story arch on the curtain turned and partially floored. The escape of drainage water from the piers of this curtain has been provided for. In the ditches 800 cubic yards of earth have been excavated to low-water level and embanked behind the counterscarp, 104 piles driven, capped and grillaged, and 220 running feet of counterscarp wall carried up three courses; that wall being now raised to a mean about five feet above low water throughout its whole length. The total amount of masonry in these items is 528 yards.

Balance in treasury October 1, 1856.....	\$23,984 16
Probable amount to be expended by June 30, 1857.....	23,984 16
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858.....	50,000 00

Fort Knox, Narrows of the Penobscot, Maine; in charge of Major W. D. Fraser until December 31, 1855, J. J. Lee, civil agent, until March 31, 1856, Captain J. D. Kurtz since that date.—The work of the last year embraces the following objects: completion of the counterscarp of the fort, except a small portion in front of the planking casemates; completion of the roofs of the galleries and casemates, and covering them in part with asphalt and earth; continuation of the southeast retaining wall, and completion of battery A.

The work yet to be executed this season is the completion of the counterscarp, covering and embanking its roof; completion of the retaining wall, regrading the banquetts and terrepleins of the two exterior batteries; covering the roofs of their flanking caponiers with mastic and earth, and opening the terreplein of battery B, to its flanking fire by the completion of its reverse slopes.

Next season it is designed to construct the nineteen gun and six howitzer embrasures on the water-front, and complete the scarp on that side, including the preparation of one or both magazines. Also, to construct the battery of the north covered way, provide shot furnaces for the interior batteries, and build battery C.

The next step will be the construction of the piers, great arches, and terreplein of the water-half of the fort, of which as much will be accomplished as our means will allow.

The work is in all respects in a favorable condition for advancement, and it is hoped that the necessary means will be obtained for vigorous operations next season. The stones for the embrasures will be prepared during the winter so as to be ready for laying in the spring.

Balance in treasury October 1, 1856.....	\$45,209 57
Probable amount to be expended by June 30, 1857.....	44,209 57
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858.....	50,000 00

Fort Preble, Portland harbor, Maine; in charge of Major W. D. Fraser until December 31, 1855, J. J. Lee, civil agent, until March 31, 1856, Captain J. D. Kurtz since that date.—The roof of the magazine of this work being of wood, and having become decayed, it has been removed and a slate roof substituted, due precautions being taken to secure good ventilation to the roof-frame. Some alterations have been made also to the magazine with the view of securing better

circulation of air. The grassed surfaces of the work have been mowed by a fort-keeper, who was employed about the middle of the season, and who also has attended to the ventilation of the buildings.

The next season it is expected to make some changes having reference to an improved armament, and to effect other repairs contributing to efficiency, occupation, and preservation.

Balance in treasury October 1, 1856.....	\$1,786 59
Probable amount to be expended by June 30, 1857.....	1,786 59

Fort Scammel, Portland harbor, Maine ; in charge of Major W. D. Fraser until December 31, 1855, J. J. Lee, civil agent, until March 31, 1856, Captain J. D. Kurtz since that date.—This work has been in charge of a fort-keeper, whose time has been employed in attention to the grassed surfaces and in other labor upon and care of the work. Several repairs are needed, and a portion of the work remains unfinished.

Balance in treasury October 1, 1856.....	\$2,584 71
Probable amount to be expended by June 30, 1857.....	2,584 71

Fort Constitution, Portsmouth harbor, New Hampshire ; in charge of Major W. D. Fraser until December 31, 1855, J. J. Lee, civil agent, until March 31, 1856, Captain J. D. Kurtz since that date.—This work has been in charge of an ordnance sergeant, who has done what he could in attending to engineer matters. Though the fort is generally in an efficient state, some repairs are needed, and much must be done to the quarters and barracks to put them in good condition. Changes are to be made with a view to improve armament.

Fort McClary, Portsmouth harbor, New Hampshire, in charge of Major W. D. Fraser until December 31, 1855, J. J. Lee, civil agent, until March 31, 1856, Captain J. D. Kurtz since that date.—This work is in charge of a fort-keeper, who gives his time to the care of the grassed surfaces and preservation of the property. Repairs are needed to the furnace, buildings, and slopes.

Fort Winthrop, Boston harbor, Massachusetts ; in charge of Major C. A. Ogden until July 1, 1856, Colonel S. Thayer until November, 1856, since then of Captain H. W. Benham.—The height of the scarp wall has been increased about five feet ; sixteen piers have been carried up eighteen feet, and all the others about seven feet. All the floor arches of the second story have been turned, their spandrels filled with concrete, the stairway carried up seven feet, and the three magazines in the basement built. The masonry laid during the year comprises 748 cubic yards of stone, 227 cubic yards of brick, and 163 cubic yards of concrete: total, 1,138 cubic yards.

The balance now in hand will be applied to the masonry of the work, which it is proposed to continue with the appropriation asked for.

Balance in treasury October 1, 1856.....	\$10,000 00
Probable amount to be expended by June 30, 1857.....	10,000 00
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858.....	30,000 00

Fort Independence, Boston harbor, Massachusetts; in charge of Major C. A. Ogden until July 1, 1856, Colonel S. Thayer until November, 1856, since then of Captain H. W. Benham.—No work has been done at this fort since the date of last annual report. Certain operations, however, are necessary here, which have been deferred because difficult to carry on in the presence of the garrison, and because an engineer officer could not be spared to give them his personal attention.

Balance in treasury October 1, 1856.....	\$10,000 00
Probable amount to be expended by June 30, 1857.....	10,000 00

Fort Warren, Boston harbor, Massachusetts; in charge of Colonel S. Thayer.—The breast-height wall of curtain, front No. 2, is now in progress and will be up this year. When finished, all the breast-height walls will be completed for the main and out works.

Six pintle-stones for barbette guns have been laid on front No. 3, and forty-four traverse circles for barbette guns on fronts Nos. 2 and 3—the guns for forty of these bearing on the main channel. All the pintle-stones for barbette guns bearing on the main channel are in place, except thirteen for the curtain of front No. 2.

Eight casemate gun-rooms for flank howitzers on front No. 3 are nearly ready for the plasterer, and the guns could be mounted at short notice. These will complete the arrangements for mounting all the casemate flank howitzers required for the work.

Casemate quarters for soldiers—that is, ten on front No. 1, each 29' by 17'; ten on curtain of front No. 2, each 50' by 17'—have been plastered, and the finish is being put up. Of officers' casemate quarters, thirty-four large rooms, with fire-places, and twenty-six smaller, without fire-places, have been plastered, and in some of these the finish is nearly completed. Six others have received one or two coats of plaster, (making in all about 10,000 square yards of plaster put on this season).

Fourteen large rooms, with fire-places, and twelve smaller, without, will soon be ready for the plasterer. The brick arches for fire-proof floors, and the brick linings of the two service magazines on front No. 3, have been built; also, the brick lining of magazine on curtain of front No. 2.

Balance in treasury October 1, 1856.....	\$24,000 00
Probable amount to be expended by June 30, 1857.....	24,000 00
Estimate amount of required to be appropriated for fiscal year ending June 30, 1858.....	10,000 00

Fort Adams, Newport harbor, Rhode Island; in charge of Lieutenant E. B. Hunt. The appropriation of \$15,000 for this work has been applied to the operations of two years, during which the banks and glacis slopes have been brought into good condition. During the last year the redoubt, scarp, and counter, scarp have been finished, and its breast-height slopes have been relaid with salt-marsh sods. The casemate quarters and gun-rooms have been generally cleared and cleaned. The west front curtain arch joints have been picked out for pointing, and considerable repairs have been applied to the brick terreplein. The north and west front breast-

heights have been in great part repointed. Numerous minor operations for the completion and preservation of the fort and redoubt have been carried on, and the east and west shores have been provided with a field stone enrockment.

The gale of January 5, 1856, made a large breach in the breakwater intended to protect the southwest glacis coupé. As a consequence, every storm is now eating into that embankment, and adding to the ultimate cost of repairs. It is of especial importance that this destruction should be arrested, and this necessitates the construction of a sea-wall. As no appropriation was made for the work at the last session, this sea-wall must wait the granting of appropriations. Various other urgent needs of the work must participate in the injuries due to inadequate resources for operations. The small remaining balance will simply suffice to finish some minor constructions now in hand.

Balance in treasury October 1, 1856	-	-	-	\$4,500 00
Probable amount to be expended by June 30, 1857	-	-	-	4,500 00
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858	-	-	-	15,000 00

Fort Griswold, New London harbor, Connecticut; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—Nothing has been done on the work, which is in good order, and ready for the mounting of its armament.

Fort Trumbull, New London harbor, Connecticut; in charge of Captain George Dutton until September 30, 1856; since then of Major J. G. Barnard.—Is in good condition, and in charge of a very efficient fort-keeper.

Fort Schuyler, East river, New York; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—The services of one man as fort-keeper have been engaged during the year to attend to the proper police of the work. The wharf, which had become entirely unserviceable from decay of the wood work, has been thoroughly repaired, a good crane capable of raising the heaviest guns erected thereon, and everything placed in complete working order. Most of the flagging in front of the quarters has been laid, and other small jobs executed within the fort.

During the summer two, and sometimes three, men have been employed in keeping the glacis and other grass slopes in good order.

Balance in treasury October 1, 1856	-	-	-	\$34,176 88
Probable amount to be expended by June 30, 1857	-	-	-	34,176 88
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858	-	-	-	20,000 00

Fort Wood and sea-wall of Bedlow's island, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—The services of one man as fort-keeper have been engaged to attend to the proper police of the work, assisted at

times by one and two men in painting iron work and cutting the grass on the glacis and rampart slopes.

The sea-wall should be continued around the western side of the island, the remainder of the coping put on the scarp, and the lower terreplein graded.

Estimate of amount required to be appropriated for the
fiscal year ending June 30, 1858 - - - \$5,000 00

Fort Richmond, Staten Island, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—The operations on this work during the past year have been pushed forward energetically, and satisfactory progress been made therein. The arches covering the casemates of the lower tier have been completed, and the traverse stones and flagging laid for the lower tier of guns. The lower tier of embrasures, 33 in number, have all been put in. The piers of the second tier mostly carried up to the springing line of the third floor arches, and the scarp carried up 23' 4" above low water all round, and on the north and east curtains three courses higher, and the sills of several of the embrasures of that tier laid.

Balance in treasury October 1, 1856 - - - \$79,000 00
Probable amount to be expended by June 30, 1857 - 79,000 00
Estimate of amount required to be appropriated for fiscal
year ending June 30, 1858 - - - 150,000 00

Battery Hudson, Staten Island, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—Since the date of my last annual report some work has been done in the way of preparing composition doors, &c., for magazine, ready for hanging, and rendering the magazine dry and serviceable.

It is indispensable, in order to secure the rear of this and the other works on Staten Island, that the United States should be the owner of a controlling position on the high ground behind. This has been urged upon Congress for many years; an opportunity now offers to purchase the necessary land at a reasonable price, and an appropriation is now again asked for the purpose.

Estimate of amount required to be appropriated for the
fiscal year ending June 30, 1858 - - - \$42,300 00

Fort Lafayette, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—This work is in an efficient condition; but the wooden roof, much decayed, required to be at once replaced by corrugated iron, and some other expenditures are necessary.

Estimate of amount required to be appropriated for fiscal
year ending June 30, 1858 - - - \$10,000 00

Governor's island, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—The work on the new officers' quarters and the repairs of the soldiers'

barracks on Governor's island, in progress at the date of my last annual report, was continued until the soldiers' barracks and one of the new frame buildings outside of Fort Columbus, containing two sets of officers' quarters, were finished and occupied. The casemates in Castle Williams have been cleared out, and all the batteries on the island placed in a state of efficiency. The roadway leading across the ditch into Fort Columbus has been thoroughly repaired. The changes in the soldiers' barracks have added much to the comfort and accommodation of the troops quartered on the island. A further appropriation, however, is necessary to complete the plan partly executed, as above stated.

Balance in treasury October 1, 1856	-	-	-	\$4,500 00
Probable amount to be expended by June 30, 1857	-	-	-	4,500 00
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858	-	-	-	14,000 00

Fort Hamilton, New York harbor; in charge of Captain George Dutton until September 30, 1856, since then of Major J. G. Barnard.—This fort, generally in an efficient state, has need of some repairs, especially in the renewal of the wharf, now quite dilapidated.

Balance in treasury October 1, 1856	-	-	-	\$10,000 00
Probable amount to be expended by June 30, 1857	-	-	-	10,000 00
Estimate of amount required to be appropriated for fiscal year ending June 30, 1858	-	-	-	10,000 00

Fort Mifflin, Delaware river; in charge of Major John Sanders until October 31, 1856, since then of Captain G. Dutton.—Is in a state of efficiency, and has received no works of repair during the past year.

Fort Delaware, Delaware river; in charge of Major John Sanders until October 31, 1856, since then of Captain George Dutton.—During the present year so much progress has been made towards bringing this work to a state of efficiency that, on an emergency, its first tier of guns might be mounted. The operations of the year have been chiefly directed to carrying up the scarp and piers of the curtains; turning the floor arches of the second tier, and small service magazines; constructing the gun embrasures of first tier, of which twenty-three have been finished, and the remainder now in progress, and will be completed by the close of this season's operations. The flagging of the pavements in ten of the gun casemates of the lower tier has been laid, and four of the stair towers leading from the parade to the terrepleins have been carried up to the first landing, 24 feet above low water.

This work is now in condition to allow of vigorous prosecution of operations on all its parts, and the judicious application of the appropriation asked for the next fiscal year.

Balance in treasury October 1, 1856	-	-	-	\$125,000 00
Probable amount to be expended by June 30, 1857	-	-	-	125,000 00
Estimate of amount required to be appropriated for fiscal year ending June 30, 1858	-	-	-	200,000 00

Fort Carroll, Sollers' Point flats, Baltimore harbor, Maryland; in charge of Major H. Brewerton.—The small portion of the sea-wall of front 6, which was unfinished, has been completed. During the year ending on the 30th September 2,102 piles have been driven for the foundation of the scarp wall and piers, leaving 495 piles to be driven to complete this part of the work, which it is expected to accomplish in the course of the month of November, with the exception of that portion on front 5 opposite the opening left in the sea-wall for facilitating the filling in the area of the fort. Seven hundred and twelve piles have been driven, in rebuilding the temporary wharves, and in the construction of platforms for driving the foundation piles. The upper surface of the concrete, in all the sections of the sea-wall, has been graded down level with the top of the seventh course, ready to receive the eighth course of scarp wall stones. One hundred and sixty-three blocks of granite have been laid in the scarp-wall. Thirty-three thousand two hundred and forty-two cubic yards of sand and other suitable material have been excavated from the bed of the river by means of steam-dredges, and placed within the area of the fort towards the formation of the parade, &c.

The progress of the work has been considerably retarded by the difficulty of procuring piles of sufficient lengths for the foundation, and also in consequence of the destruction last spring by the ice of the greater portion of the existing temporary wharfing.

The appropriation asked for the next fiscal year is for the superstructure of the work, which may be pushed forward rapidly as soon as the foundations are completed.

Balance in treasury October 1, 1856	-	-	-	\$150,004 50
Probable amount to be expended by June 30, 1857	-	-	-	150,004 50
Estimate of amount required to be appropriated for the				
fiscal year ending June 30, 1858	-	-	-	150,000 00

Fort Madison, Annapolis harbor, Maryland; in charge of Captain M. C. Meigs.—Since my last annual report, coping stone for the sea-wall of the fort was received, but not set for want of funds—the work having been suspended in the beginning of November last.

Estimate of amount required to be appropriated for the				
fiscal year ending on June 30, 1858	-	-	-	\$20,000 00

Fort Washington, Potomac river, Maryland.—This fort continues as reported in 1854. No work has been required thereon the past year.

Fort Monroe, Old Point Comfort, Virginia; in charge of Brevet Colonel John L. Smith.—The magazines of front No. 6, including the mask, are nearly finished. The boards for furring two of the magazine rooms, all the doors, all the shutters of the ventilators, and the grated doors of the mask wall, had been finished, but were destroyed at the burning of the carpenters' shop.

The pipes for leading off drainage from roofs of 43 casemates having become choked with rust, have been removed, and will shortly be replaced with others of larger bore, which have been engaged. The

floor of the bridge of front No. 7 has been renewed, and the sluice between Mill creek and the ditch of the redoubt has been finished, except the gates. The stone piers of the permanent wharf have been essentially completed, and the platform will be finished in a few weeks.

The prosecution of the experiment, which has been partially tried by direction of a former Secretary of War, for the procurement of water by means of an artesian well, will require a further appropriation, as will also the prosecution of work on the redoubt, and making certain indispensable repairs of the main fort.

Balance in treasury October 1, 1856	-	-	-	\$41,500 00
Probable amount to be expended by June 30, 1857	-	-	-	41,500 00

Fort Calhoun, Hampton Roads, Virginia; in charge of Brevet Colonel J. L. Smith.—About 25,000 cubic yards of the stone loading has been taken down during the past year, and the remainder will probably be removed by the 1st of April next, when a wharf for receiving materials will be built, and the construction of the work commenced.

A recent examination shows that no further settling of the foundations has occurred within the last four years.

Balance in treasury October 1, 1856.....	\$68,500 00
Probable amount to be expended by 30th June, 1857.....	68,500 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	100,000 00

Bridge over Mill creek, Old Point Comfort, Virginia; in charge of Brevet Colonel John L. Smith.—This bridge, and the causeway leading to it, were built by the United States; and it is understood to be essential to the reception of necessary supplies from the country that they be in a serviceable condition. The bridge is so much decayed and dilapidated that, in the opinion of the engineer officer in charge, it would be better to rebuild than repair. The causeway may be repaired at a moderate expense.

Fort Macon, and preservation of its site, Beaufort harbor, North Carolina; in charge of Captain D. P. Woodbury until 13th March, 1856, since then of Lieutenant W. H. C. Whiting.—The condition of the work is very good. The breast-height of the covered way requires new shingling. A few repairs of iron work are needed.

The jetties require repairs for the protection of the site. These jetties were cut off from the beach by the gale of last August, and it is essential that they should be built into the land again.

Balance in treasury October 1, 1856.....	\$600 00
Probable amount to be expended by 30th June, 1857.....	600 00

Fort Caswell, and preservation of its site, Smithville, North Carolina; in charge of Captain D. P. Woodbury until 13th March, 1856, since then of Lieutenant W. H. C. Whiting.—A small amount assigned to this work from the appropriation for contingencies of fortifications has been applied to repairs. A fence to inclose the glacis is required for the purpose of keeping off cattle. The slopes of the glacis need repair. The shingling of the breast-height and the plank roadway of the

bridges should be renewed. The arches of galleries, casemates, and gateways require pointing. The roofs, to some extent, need repair. Traverse circles are recommended on the south-southeast and southwest faces and their corresponding covered ways. The wharf, now entirely useless, should be extended, and the team-way to the fort renewed.

Repairs of Fort Moultrie, Charleston harbor, South Carolina; in charge of Captain George W. Cullum.—Excepting the erection of a shot furnace, no work has been done, the balance on hand not being sufficient to procure and put down the masonry platforms for the ten columbiads designed to take the place of lighter guns on the channel fronts of the fort.

Balance in treasury October 1, 1856.....	\$1,883 87
Probable amount to be expended by 30th June, 1857.....	1,883 87

Preservation of the site of Fort Moultrie, Charleston harbor, South Carolina; in charge of Captain G. W. Cullum.—The jettee for the protection of Sullivan's island is nearly half finished. Its completion has been suspended till the effect of the constructed part is determined and the sand has accumulated on its prolongation, whereby a considerable quantity of stone will be saved in building the remaining part.

The estimate for this jettee having been made when materials were considerably lower than at present, and the existing jetties having been much damaged by the severe storm of September, 1854, the balance now available will not be sufficient to complete the works.

Balance in treasury October 1, 1856.....	\$7,554 90
Probable amount to be expended by 30th June, 1857.....	7,554 90

Fort Sumter, Charleston harbor, South Carolina; in charge of George W. Cullum.—This work has been constantly advanced during the past year to increase its efficiency for defence. The attention of the engineer in charge has been chiefly directed to the building of two shot furnaces; turning all the lower communication casemate arches; coping parade wall; erecting three small octagonal buildings over the stairways leading to the upper batteries; embanking ramparts and forming terrepleins for the barbette guns; laying the pintle centres and traverse circles of all the barbette batteries, except the columbiad platforms, which are now ready to be put down; constructing the brick banquetts on the faces and gorge of the work; completing the masonry of officers' quarters and soldiers' barracks; roofing them, putting in iron water-tanks, and furring them in part; perfecting drainage, and attending to many minor details of construction. A considerable quantity of materials are on hand for future operations.

The work remaining to be done is, to construct the platform arches and embrasures for the second tier of guns; complete the parapet wall; pave the first and second tiers of casemates; lay the traverse circles for the guns of the second tier, and columbiad platforms of the third; complete quarters and barracks; rebuild the end of the stone wharf; and attend to various minor details.

Balance in treasury October 1, 1856.....	\$68,123 03
Probable amount to be expended by 30th June, 1857.....	68,123 03
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	100,000 00

Preservation of the site of Fort Johnson, Charleston harbor, South Carolina ; in charge of Captain George W. Cullum.—Since the completion of the new wharf, to supply the place of the one destroyed by the September gale of 1854, nothing has been done to the repairs of the sea-wall, much injured by the same storm—the small balance in hand being inadequate to complete any portion of the work.

Balance in treasury October 1, 1856.....	\$1,132 30
Probable amount to be expended by 30th June, 1857.....	1,132 30

Repairs of quarters and barracks at Fort Johnson, Charleston harbor, South Carolina ; in charge of Captain George W. Cullum.—These repairs, which were commenced some years since, should be completed at once. The work already done cannot be availed of for use in its incomplete state, and the buildings are suffering for want of further protection.

Repairs of Castle Pinckney, Charleston harbor, South Carolina ; in charge of Captain George W. Cullum.—There being no appropriation for the repairs of this work, nothing has been done here this year.

The appropriation of \$10,000, now available, will suffice for all the present necessary repairs of this work, and therefore no further appropriation is asked.

Fort Pulaski, Savannah river, Georgia ; in charge of Captain J. F. Gilmer.—The labor of the past year has been applied to rebuilding and enlarging the dykes that inclose the southern and eastern sections of the island ; renewing the wooden bridges connected with the draw-bridges ; completing the wood-work of north wharf, and covering a part of the timber with copper as a protection against the sea-worm ; renewing the sluice gates and cleansing the surface drains of the island ; planting and cultivating grass on the embankments of the fort ; and making repairs to quarters and to the heavy doors closing the rear of the main casemates.

The work yet to be done comprises the following particulars, viz : build an advanced battery, giving more guns on the main channel ; remodel the barbette gun platforms to suit the proposed change in the armament of the fort ; renew the pointing of the masonry where needed ; remove a large quantity of mud which has accumulated in the ditches of the main work and demi-line ; cultivate Bermuda grass on the fort and enclosing dykes ; replace the wooden portion of north wharf with masonry, and build a carpenter shop to replace the one destroyed by the gale of September, 1854.

Balance in treasury October 1, 1856.....	\$19,000 00
Probable amount to be expended by 30th June, 1857.....	19,000 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	26,000 00

Repairs of Fort Jackson, Savannah river, Georgia; in charge of Captain J. F. Gilmer.—These repairs were resumed in November last and continued until June of this year, when the unhealthiness of the locality made it necessary to suspend all work for the season. The labor of the year has been applied to establishing the grillage foundations for sub-scarp walls along the western and northwestern fronts; to building these walls, the double walls between the wharf and the entrance to the fort, and the pier for supporting the outer end of the drawbridge; to laying the coping on the new scarp and on a portion of the counterscarps; covering the masonry around the pintle centres with asphaltum; putting the machinery of the drawbridge in place; excavating a part of the ditch; and to renewing some of the doors of the storerooms that were much decayed.

The principal items of work yet to be done to complete these repairs are, to put down the grillage foundations for the permanent wharf, and build the masonry of the same; complete the masonry of the counterscarp; establish the gun platforms for the flank batteries, and to build the officers' and soldiers' quarters.

Balance in treasury October 1, 1856.....	\$17,800 00
Probable amount to be expended by 30th June, 1857.....	17,800 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	18,000 00

Fort Clinch, entrance to Cumberland sound, Florida; in charge of Captain J. F. Gilmer.—Operations were suspended at this work last spring for the want of funds, and a large part of the most favorable season of the year was in consequence lost. The expenditures of the year were applied to the construction of the curtain wall between the north and northwest bastions; to putting down the concrete foundations for the east bastion, and for the curtain wall between the same and the north bastion; to building this curtain wall to within about three feet of full height; to excavating the foundations for, and constructing the cistern in, the east bastion; to building the guard-rooms and prisons, and putting an asphaltic covering on the arches of the north bastion; to the extension of the sea-wall east and west, and laying the coping on the centre branches of the same; to embanking the ramparts of the gorge, and to some extent along the other fronts; to the erection of a small frame building for mechanics' quarters; to the completion of a temporary wharf; and purchasing large quantities of materials for current and future use in the construction of the fort.

It is proposed to apply the small appropriation for the current fiscal year to the construction of the southwest, northwest, and east bastions; to building the masonry of the curtain walls between these bastions; to embanking the ramparts and parapets of the same fronts; to building the remainder of the sea-wall and the storehouses and other houses that will be first required in the progress of the work; and to purchasing and receiving the necessary materials.

For continuing the construction of this work an appropriation of \$75,000 is respectfully urged; for this sum can be economically applied within the period of a year, and the fort more rapidly advanced to completion.

Balance in treasury October 1, 1856.....	\$24,000 00
Probable amount to be expended by 30th June, 1857.....	24,000 00
Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858.....	75,000 00

Fort Pickens, Pensacola harbor, Florida; in charge of Captain Jno. Newton.—During the past year many of the casemate traverse circles were taken up and relaid with foundations; new traverse irons were put down on the barbette tier; many traverse irons were taken up and refastened, and the stone circles rectified where necessary; pavements relaid where broken up; iron water-pipes taken down, cleaned, and replaced; one cistern cleaned and repaired; some pointing and repairs of masonry in the galleries of reverse fire and elsewhere; gates, doors, ventilators, and fastenings for posterns, magazines, galleries, and the gateway made or repaired; the small drain in the ditch cleaned out; a wharf built; and sundry small jobs of painting, &c. All the positions for guns are in serviceable condition. The quarters require thorough repairs, and other repairs are necessary in different parts of the work.

Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	\$15,000 00
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Fort Barrancas, Pensacola harbor, Florida; in charge of Captain Jno. Newton.—Nothing has been done on the fort itself, except some little work on the glacis.

On the redoubt, since the date of last report, operations have been confined to masonry chiefly, earth-work being only undertaken when indispensable in itself, or when made necessary by the progress of the masonry. There have been laid during the year 1,554 cubic yards of brick masonry, and 863 cubic yards of concrete; and 1,043 $\frac{1}{4}$ days of labor have been devoted to earth work. The scarp-wall all around is now brought to the reference (39'.) The upper casemate arches of the scarp galleries are completed; the counterscarp of the gorge is finished, and all the breast-height wall of the covered way, except a length of 193 feet, necessarily left open until completion of work.

Balance in treasury October 1, 1856.....	\$23,000 00
Probable amount to be expended by 30th June, 1857.....	23,000 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	33,000 00

Fort McRee, Pensacola harbor, Florida; in charge of Captain Jno. Newton.—During the past year operations have been directed to securing the site of fort and battery; to repairs of asphalt covering of terreplein; to repairs of gates, doors, and ventilators of magazines, storerooms, and gateway; to putting down new traverse irons in lower and second tier of channel fronts; to taking up and refastening traverse irons of barbette tier, besides rectifying, when possible, the traverse stones of this tier; to repairs of gun platforms of second tier; to building a wharf for discharging lighters; and to painting, repairing embrasures, pointing, &c.

The barbette, lower tier, and ten casemates of second tier of chan-

nel fronts are now serviceable. Several other casemates, not on channel fronts, are nearly serviceable.

Balance in treasury October 1, 1856.....	\$38,000 00
Probable amount to be expended by 30th June, 1857.....	38,000 00

Fort Morgan, Mobile Point, Alabama; in charge of Captain D. Leadbetter.—The coping throughout the scarp and parade walls have been relieved from accumulated expansion; the repairs of the terreplein pavement, by insulating small areas with asphaltic joints, continued; the breast-height walls, wherever cracked, have been repaired; and twenty-six new pintle-holes for howitzers at the embrasures of flanks and curtains have been drilled and leaded. The funds now available will be applied to the repair of the terreplein and its pavement, to the construction of a new fence around the glacis to keep cattle from its slopes, and to the repair of the damages suffered by the permanent wharf from the late gale.

The citadel of this work, affording quarters for the garrison, and constituting, as its name implies, a part of the defensive system, should be completed; for which purpose another appropriation is necessary.

Balance in treasury October 1, 1856.....	\$25,013 00
Probable amount to be expended by 30th June, 1856.....	25,013 00

Fort Gaines, Dauphin island, Mobile bay, Alabama; in charge of Captain D. Leadbetter.—During the year eight permanent buildings and three large cisterns have been under construction. Their masonry has been completed, the roofs are being covered, and most of them will probably be available for the accommodation of a working force early in the ensuing winter.

The balance now on hand will suffice to complete these buildings, to construct a wharf and railroad for the receipt of materials, and probably to build two bastions and one curtain of the fort.

The officer in charge asks for the next year the sum of \$100,000; with which he proposes to construct three bastions and four curtains, thus completing the masonry of the body of the place.

Balance in treasury, October 1, 1856.....	\$67,000 00
Probable amount to be expended by 30th June, 1857.....	67,000 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	100,000 00

Fort Pike, Rigolets, Louisiana; in charge of Lieutenant W. H. Stevens.—General repairs in progress at this time last year are completed, and the fort is in excellent order. Some small jobs, yet to be attended to, will be chargeable upon contingencies of fortifications.

Fort Macomb, Chef Menteur, Louisiana; in charge of Lieutenant W. H. Stevens.—General repairs in progress last year are completed. For works for protection of site (much needed) and new arrangements of drawbridge, the sum of \$7,000 is asked.

Estimate of amount required to be appropriated for the fiscal year ending June 30, 1858.....	\$7,000 00
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Battery Bienvenue, Bayou Bienvenue, Louisiana ; in charge of Lieutenant W. H. Stevens.—The work has been in charge of a fort-keeper, and is in an efficient condition.

Tower Dupré, Bayou Dupré, Louisiana ; in charge of Lieutenant W. H. Stevens.—Some damages by storm to cistern and levee will need a small expenditure, which should also provide a fence around the grounds as protection against cattle. An expenditure is also found to be necessary to perfect the title to the site.

Estimate of amount required to be appropriated for the
fiscal year ending June 30, 1858..... \$12,000 00

Defences at Proctor's Landing, Lake Borgne, Louisiana ; in charge of Major P. G. T. Beauregard.—Preliminary operations were commenced in March last, by constructing a canal and levee around the immediate site of the work, a wharf for the landing of materials, temporary quarters for the officer in charge and overseer, and collecting materials for constructing the tower and battery. The foundation piles of the tower and of the permanent quarters have been driven, and their platforms are being constructed. The piles for the breast-height walls of the main battery are being driven, and the exterior ditches have been excavated to a width of sixteen and a depth of six feet.

The balance now available will be applied to the continuing the construction of the defences, which it is hoped may be completed with the appropriation now asked.

Balance in treasury October 1, 1856 \$63,000 00
Probable amount to be expended by 30th June, 1857..... 63,000 00
Estimate of amount required to be appropriated for fiscal
year ending June 30, 1858..... 25,000 00

Fort Jackson, Mississippi river, Louisiana ; in charge of Major P. G. T. Beauregard.—This work has been under the charge of a fort-keeper, the balance available being too small to justify the commencement of the exterior battery. With the appropriation granted at the last session, it is proposed to construct the exterior battery with its magazine, and to apply any balance that may remain to indispensable repairs of the main work. There is a necessity for raising and enlarging the citadel, for the purpose of giving additional strength and additional room for the garrison.

Balance in treasury October 1, 1856 \$12,150 00
Probable amount to be expended by June 30, 1857..... 12,150 00

Fort St. Philip, Mississippi river, Louisiana ; in charge of Major P. G. T. Beauregard.—During the last year the repairs of this work, with the means available, have consisted in constructing two communication arches under the parapets and terrepleins of the main work ; a scarp wall across the gorge of one of the salients ; finishing some of the terrepleins, and the parade of the interior ; constructing gun recesses in breast-height walls of water front ; filling and ramming earth on parapets and terrepleins on some of the land-front faces ; loading breast-height walls and parapets of upper exterior battery.

With the means at present available the repairs of the interior will be completed—that is, finishing the breast-height and parade walls, parapets and terrepleins ; repairing some of the communication arches of the northeast bastion, and setting the traverse circles and pintle-blocks of its armament.

The exterior batteries, the excavation of the main ditch, and the construction of the covered way and glacis, the sum of \$25,000 is asked.

Balance in treasury, October 1, 1856.....	\$33,850 00
Probable amount to be expended by 30th June, 1857.....	33,850 00
Estimate of amount required to be appropriated for the fiscal year ending the 30th June, 1858.....	25,000 00

Fort Livingston, Grand Terre island, Louisiana; in charge of Lieutenant W. H. Stevens.—This work has been in care of a fort-keeper. Owing to some damages to the site by hurricanes last summer, the estimate of last year has been increased to \$80,000, to be expended as follows: Placing coping on unfinished walls; building breast-height walls and gun platforms; finishing storerooms and magazines; cisterns; raising bottom of ditch ; raising floor of counterscarp gallery; grading parapets and glacis, and works for preservation of site.

Estimate of amount required to be appropriated for the
fiscal year ending 30th June, 1858..... \$20,000 00

Fort Taylor, Key West, Florida; in charge of Major Wm. H. Chase until February 16, 1856, when Major Wm. D. Fraser assumed charge, and continued in charge until his death, 27th August, 1856 ; since then in charge of Mr. Felix Senac, civil agent.—The following are the results of the operations carried on during the year, viz: The arches of the first tier of casemates, remaining unfinished at the date of the last annual report, have all been turned. The northwest and southwest magazines have been fitted for the reception of powder. The arches of the southeast bastion are finished, and the floor of the second tier of casemates raised 19 feet 6 inches above low water to reference (19' 6".) The floors of casemates of first tier, with three exceptions, have been prepared from the traverse stones to the line of parade front wall. The floors of the southeast and northeast bastions, and that of four casemates adjoining each on the south and north curtains have been raised to reference (6' 6".) The piers of soldiers' barracks carried up to reference (21') and (21' 3"), and the gorge wall completed to reference (20'). The parade front of soldiers' barracks has been raised its entire length to reference (19' 6".) The granite blocks flanking the inner arched entrance of drawbridges have been laid, and the hoisting machinery is ready to be placed in its position. On the south, west, and north fronts the first section of arches of second tier of casemates are completed to reference (37') 8 feet depth ; and the 8 feet 3-inch piers of casemate arches are completed to the spring of the arches of galleries dividing the casemates. Pintle-blocks for howitzers have been laid in the northeast and southeast bastions, and the scarp wall between the blocks raised to reference (22'.) The faux-coupé of each of the bastions has been finished, and the bastions raised to reference (22'.)

The northwest magazine and tower are completed. All the soffits of arches have been pointed, except three in the south and one in the north curtain first tier. Necessary repairs have been made to the temporary buildings, and the injury done to the bridge by the late gale has been repaired, and the repairs to the wharf begun preparatory to its extension. Shutters have also been fitted during the year to all the embrasure openings in the south curtain and adjoining bastions.

Of the funds now available for expenditure there is about \$138,000, the whole of which can be advantageously applied by the 1st July next in the construction of the casemates of the second tier; the embrasures of the first and second tiers; completion of three magazines unfinished; the flagging of the casemates of the first and second tiers; traverse stones for second tier of casemates and barbette guns, and finishing soldiers' barracks, and to the extension of the wharf begun in 1853, which, with the old wharf, was partially destroyed by a gale of wind on the 27th August, 1856.

In view of the great importance of this fortification to the commerce of our country, good policy seems to demand that it should be pushed to completion as rapidly as possible, and an appropriation is asked, which will be applied to preparing the main work for its entire armament and the commencement of the cover-face.

Balance in the treasury, October 1, 1856.....	\$153,598 43
Probable amount to be expended by the 30th June, 1857,	153,598 43
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	200,000 00

Fort Jefferson, Garden Key, Tortugas island, Florida; in charge of Captain H. G. Wight until 12th January, 1856; since then in charge of Captain Woodbury.—The labors of the year have been devoted principally to the scarp-wall and adjacent piers and arches, and to the collection of coral and sand for future operations. The remaining arches, 52 in number, covering cisterns and supporting the lower guns, have been turned and covered. The scarp-wall of the six bastions has been raised to the level of 7 feet, and the scarp-wall of the curtains, generally, to the level of $9\frac{1}{2}$ feet above low water; the arches to support the 110 lower casemate guns of the several curtains have been covered with concrete, and the casemate piers between these arches built up to the level of $10\frac{1}{2}$ feet above low water.

The balance still available will be applied to the iron embrasures and other preparations for mounting the greater part, say 90 of the 100 lower curtain guns, and to the scarp and piers of the work as far as the means will go.

To save what has already been expended and to enable this work, in case of war, to play the great part for which, by its remarkable position and other causes, it will be peculiarly fitted, it is highly important that it should be made fully defensible in the least possible time. An appropriation of \$300,000 is earnestly requested; more could be expended with advantage. This appropriation will complete the lower part of the work; mount all the guns of the lower tier; build all the arches required to support the second tier of guns, and leave a balance for other work.

Balance in the treasury, October 1, 1856.....	\$150,000 00
Probable amount to be expended by 30th June, 1857....	150,000 00
Estimate of amount required to be appropriated for fiscal year ending 30th June, 1858.....	300,000 00

Forts on the western frontier of Texas.—Operations are still awaiting the purchase of the requisite sites.

Balance in treasury, October 1, 1856.....	\$150,000 00
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Fortifications on Fort Point, entrance to San Francisco Bay, California ; in charge of Lieutenant Colonel R. E. De Russy.—The progress made on this work, since the annual report of the 30th September, 1855, consists in the construction of the four remaining arches over the cisterns; the construction of the entire first tier of store rooms; magazines on the gorge, including their respective arches; the gateway, and the spaces between the arches brought up with concrete to the level of the keys of the arches.

All the stone piers on the water fronts, including those in the tower bastions, have been constructed to the springing line of the communication arches. The two service magazines, on the lower tier, are constructed and arched over. The main staircase is built up to the height of seven steps.

The foundation of the scarp-wall on the southwest angle, left unfinished last year, has been excavated and built up to its required level. The superstructure of the entire length of the scarp-wall, on the sea fronts, is commenced and has reached an average height of one foot six inches. The pintle-stones and tongue-holes for the embrasures are laid.

The service magazine for the ten-gun battery has been completed, and an area wall constructed to protect its entrance.

The unusually heavy gales, experienced on this coast last winter, destroyed much of the plank-road constructed from the wharf to the fort. This had to be repaired; and, to secure the storehouses, carpenters' shop, and the mortar-mill from the further action of the sea, an apron of heavy stone was constructed, at considerable expense, on the slope in front of them.

Balance in treasury, October 1, 1856.....	\$350,000 00
Probable amount to be expended by 30th June, 1857...	350,000 00
Estimate of amount required to be appropriated for the fiscal year ending 30th June, 1858.....	350,000 00

Fortifications on Alcatrazas island, San Francisco bay; in charge of Major Z. B. Tower.—During the year ending September 30, 1856, the south caponnier has been built to the coping; the terreplein paved; the banquette formed; the casemate finished, and the 8 flank guns mounted. The magazine under the gun casemate has been finished, ready to store powder. The area wall at the entrance to the magazine has been topped-out and coped; 5 circular containing walls have been built, the platforms laid and the guns mounted. The wing-wall, to edge of bank on the right face of this battery, and the prolongation of the scarp of the left face, have been completed, excepting the coping; 25 guns are mounted in this battery, besides the 8 flanking
witzers,

The terreplein of the north battery has been widened; the breast-height wall built; the parapet filled in; 21 circular containing walls constructed; the platforms laid and the guns mounted.

The excavations for the north caponnier foundations have been made, and the caponnier built to the coping; the gun casemate is finished, excepting drawbridge at entrance, and 7 flank howitzers mounted; the frame-work of magazine floor and furring is set up, and the lining and doors and windows are ready for the finish of the magazine as soon as the walls are dry. One set of stone steps to the magazine entrance is laid; a road-way to the north battery has been opened; the excavation made for the foundations of the scarp of the 10-gun battery, on the right of the north caponnier, and the concrete foundation for this wall laid; the excavation for the scarp of the 16-gun battery, on the south side of the island has been commenced and about three-fourths of the shore-line of escarpment of the south battery to the wharf executed. The wharf has required some repairs, due to the destruction of the piles by worms. The coping for the south battery, and the south caponnier, is dressed ready to be set upon the wall.

The appropriation asked for will be applied to the construction of the 16-gun battery, on the south side of the island; the 10-gun battery, on the north side; the prolonging the defensive line from the north caponnier to the guard-house, and the soldiers' barracks.

Balance in treasury, October 1, 1856	\$180,000 00
Probable amount to be expended by 30th June, 1857....	180,000 00
Amount required to be appropriated for the fiscal year ending 30th June, 1858.....	200,000 00

CORPS OF ENGINEERS.

In relation to the necessity of an increase in the number of officers, I must refer back to several previous reports, especially to that of last year.

Every year's experience shows, more and more conclusively, the necessity for the increase in reference to the interests of the nation in the matters confided to its hands.

MILITARY ACADEMY.

The report of the Board of Visitors, appointed to attend the annual examination in June last, transmitted herewith, exhibits so fully the organization and condition of the institution, that little remains to be said.

The course of study, which was extended in 1854 to five years, and is now applied to four of the five classes with satisfactory results, has permitted the introduction of several branches, not before taught, which will be very useful to the graduates in their profession. One of these new subjects of instruction, the Spanish language, is entered upon for the first time, this year, under the charge of the professor of French, to whom this new department has been temporarily assigned, but whose own appropriate duties should not be interfered with by this additional demand on his time; I would therefore recommend the establishment of a professor of the Spanish language, to which should be attached the pay and allowances now granted by law to the professor of French.

I would also again invite your attention to the importance of dividing the duties now under the charge of the chaplain and professor of ethics, providing for the greater portion of them by the establishment of a new professorship, leaving such only to the chaplain as he can perform without interference with his duties as a clergyman.

I also repeat my recommendation of last year, that cavalry instruction be separated from that of artillery, with which it is now associated by law; and also, that the instructors of artillery have the pay and allowances which are given to officers of artillery serving with the light batteries.

The principal items of the estimate for the support of the academy for the next fiscal year are as follows:

Current and ordinary expenses.....	\$35,275 00
Increase of library.....	1,500 00
Expenses of Board of Visitors.....	3,000 00
Forage for artillery and cavalry horses.....	8,640 00
Replacing dead and worn-out horses.....	1,000 00
Hospital of cadets, furniture, &c.....	250 00
Barracks for dragoon detachment.....	5,000 00
Clock tower and bell.....	800 00
Gun pendulum.....	500 00
Repairs and additions to officers' quarters.....	500 00
Models for department of cavalry.....	1,000 00
Extension of water pipes, and increase of reservoir.....	2,000 00
Targets and batteries for artillery practice.....	200 00
Gas pipes, gasometer, and retorts.....	7,500 00
	67,165 00

A communication from the superintendent of the academy, explanatory of the foregoing estimate, is appended; also a statement, de-

rived from the cadets themselves, exhibiting the condition in life of the cadets for the last fifteen years, and a list of the officers and professors of the institution on the 30th September, 1856.

UNITED STATES MILITARY ACADEMY,
West Point, N. Y., October 23, 1856.

SIR: I have the honor to transmit herewith annual estimate of funds required for the fiscal year ending June 30, 1858:

To the item of "transportation" of cadets discharged from service \$500 is added, and has become indispensable from the increased distance from whence cadets are now appointed, to wit: California and other western localities.

For item "chalk and sponges," (miscellaneous and incidental expenses,) for black boards, used for academic instruction, an additional sum of \$10 is necessary; and for scrubbing the public buildings and recitation rooms, the services of another woman being needed, \$120 is added.

For the department of civil and military engineering, last year, the sum of \$500 was granted; this year I ask for \$100, only.

For the department of natural and experimental philosophy, an increase of \$190 is asked for; being for an air-pump, a rotoscope, calcium light magnifying apparatus, and Fresnel's wave surface.

For the department of chemistry, &c., \$650 was granted last year, while this year \$300, only, is asked for.

For the department of mathematics, \$350 is asked for to procure a set of models illustrating problems of descriptive geometry, a most difficult subject to the comprehension of the student, and best explained by models, being an increase of this sum.

In the department of ethics, a deduction of \$100 is made. In the department of drawing, a deduction of \$115 is made. In the department of French and Spanish, there is an increase of \$75 to procure the dictionaries and text books for the professor of this new branch of instruction. In the department of infantry tactics is a decrease of \$125. In the department of artillery and cavalry, including fencing, is a decrease of \$370; and for the department of practical engineering, for which heretofore little has been done, I now ask for an increase of \$700.

Thus omitting and reducing every item that the interests of the institution will justify, and increasing those of urgent importance, making a *total* increase for the year of \$6,785.

In the items now called for, and for which nothing was granted last year, that of the most importance is the extension of water pipes and increase of the reservoir. The supply of water is now so limited and scant that in summer it fails some seasons altogether, and at others has to be economised by cutting off the use of it for several hours of every day. No time should be lost in making provision for a permanent supply, which can be procured by the construction of a

stone dam, 175 feet in length, by 20 feet in height, across a mountain valley, with connecting pipes.

The next in importance may be barracks for dragoons. At present, these men are crowded into two rooms 28 x 28, 20 men in each, while fourteen others have to occupy the garret, in which they can stand up in only a part of it. No troops should be called upon to live permanently in such apartments; health and every other consideration forbid it. The desire is to provide these men with the same quarters as the engineer soldiers, the appropriation for barracks for whom was made in 1850 and 1852, and ultimately to ask the sum for the artillery detachment.

Next in importance is the item for gas pipes, gasometer, and retorts. The intention is to light the cadets' barracks and all the buildings for instruction with gas, instead of oil, for economy and cleanliness. Since the pay of the cadet was reduced four dollars per month, the average indebtedness of the corps on the 31st October, for eleven years past, has been \$5,118 18*. It would seem to be impossible, with the best exertions of every superintendent during that period, so to limit the expenses of the cadet, as to reduce this indebtedness. Out of the \$24 per month, allowed a cadet, he has to feed and clothe himself, purchase the bedding-room furniture, text books, military equipments in part, mathematical instruments, and stationery of all kinds. Instead of asking an increase of cadets' pay, I ask the means of effecting a saving in their expenses for oil, charging them for the gas they may use at city rates; obtaining, at the same time, greater cleanliness in their quarters. The reduction of the cadets' pay, since 1845, is equal to not less than \$10,000 per annum. If this sum be granted for two or three years, I certainly can effect changes that will ensure a saving ultimately, not only to the corps of cadets, but the institution generally, and assist in keeping down the constant tendency to increase the annual expenses. The quantity of oil consumed averages 650 gallons for the cadets, and 320 gallons for the public buildings, annually.

The next item in importance, "models for cavalry," "targets for artillery," and "repairs to officers quarters," stand in such light as

* Orders received, August 22, 1845, reducing pay of cadets \$4 per month.

Corps of Cadets in debt.

October 31, 1845.....	\$4,603 65
" 1846.....	7,829 98
" 1847.....	5,137 17
" 1848.....	3,913 90
" 1849.....	2,925 28
" 1850.....	4,709 29
" 1851.....	3,383 27
" 1852.....	6,110 95
" 1853.....	5,367 54
" 1854.....	6,631 98
" 1855.....	5,686 98
	56,299 99

Average of eleven years \$5,118 18.

not to admit of preferences. They will all have to be provided sooner or later; until when the purposes of the institution are in these respects thwarted.

Very respectfully, your obedient servant,

RICHARD DELAFIELD,
Major of Eng'rs, Sup't Military Academy.

Statement exhibiting the condition in life of the cadets of the Military Academy, West Point, New York, for the last fifteen years, from 1842 to 1856, inclusive.

	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.
Parents are or were farmers or planters...	59	61	61	68	72	67	69	75	70	63	67	58	66	62	60
Parents are or were mechanics.....	14	12	15	22	22	25	22	21	16	14	14	13	12	17	26
Fathers are or were judges or lawyers....	27	25	30	35	33	30	29	23	34	33	34	35	36	26	25
Fathers are or were merchants.....	18	15	23	37	29	29	31	38	36	38	35	35	39	40	30
Fathers are or were boarding house or hotel keepers.	5	2	4	3	7	6	4	2	2	2	3	3	5	2	2
Fathers are or were physicians.....	12	15	15	13	21	19	21	21	18	14	14	13	9	8	9
Fathers are or were in the army, navy, or marine corps.	14	16	16	13	11	13	17	17	18	22	24	27	28	22	20
Fathers are or were clergymen.....	4	6	6	6	5	3	3	4	4	4	3	5	4	6	5
Fathers are or were in the civil employ-ment of the general or State govern-ment.	5	15	16	9	5	2	3	7	7	8	10	11	14	13	18
Miscellaneous, as bank officers, editors, professors, engineers, masters of ves-sels, &c.	15	11	15	23	35	36	41	24	32	30	30	26	14	25	13
Occupation not stated, or no occupation.	48	34	23	17	1	2	2	8	7	11	13	7	10	19	15
Total.....	221	212	224	236	241	232	242	240	244	233	247	232	237	239	223
Of these numbers, there were without fathers living.	26	57	44	48	42	41	34	48	40	45	36	35	29	33	33
Without father or mother living.....	22	16	18	15	21	20	18	16	26	17	19	17	15	9	6
Total orphans.....	48	73	62	63	63	61	72	64	66	62	55	52	44	42	39
Of these numbers, the parents are stated to be in moderate circumstances.	-----	156	150	164	192	182	193	203	215	207	218	206	206	215	196

Of these numbers, the parents are stated to be in reduced circumstances.	182	26	26	36	35	38	40	29	25	16	9	8	8	7	8
Of these numbers, the parents are stated to be in indigent circumstances.	-----	6	8	8	8	8	4	4	2	2	-----	-----	1	1	1
Of these numbers, the parents are stated to be in independent circumstances.	-----	6	10	12	6	4	5	4	2	14	20	19	22	16	18
Of these numbers, the parents are stated to be in unknown circumstances.	39	18	19	16	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total -----	221	212	224	236	241	232	242	240	244	339	247	233	237	239	223

List of officers and professors of the United States Military Academy, September 30, 1856, showing the name, rank, where born, and State or country from which appointed.

ACADEMIC STAFF.

Names.	Rank.	Corps or regiment.	Where born.	Appointed from.	Department.
Richard Delafield	Major	Engineers	New York	Mil'y Academy	Superintendent and commandant.
Dennis H. Mahon, LLD	Professor		do	Engineer corps	Professor of civil and military engineering.
John G. Foster	1st lt. & bvt. capt.	Engineers	New Hampshire	Mil'y Academy	Assistant professor of engineering.
James St. C. Morton	1st lieutenant	do	Pennsylvania	do	Acting assistant professor of engineering.
Wm. H. C. Bartlett, LLD	Professor		New York	Engineer corps	Prof. of natural and experimental philosophy.
John M. Schofield	1st lieutenant	1st artillery	do	Mil'y Academy	Assistant professor of philosophy.
David C. Houston	Bvt. 2d lieutenant	Engineers	do	do	Acting assistant professor of philosophy.
Albert E. Church, LLD	Professor		Connecticut	3d artillery	Professor of mathematics.
Abolom Baird, AM	1st lieutenant	1st artillery	Pennsylvania	Mil'y Academy	Assistant professor of mathematics.
James Thompson	do	2d artillery	New York	do	Acting assistant professor of mathematics.
Alexander J. Perry	do	do	Connecticut	do	do
Adam J. Slemmer	do	1st artillery	Pennsylvania	do	do
Matthew M. Blunt, AM	do	2d artillery	New York	do	do
John C. Palfrey	Cadet		Massachusetts	do	do
Henry M. Robert	do		Ohio	do	do
Jacob W. Baily, AM	Professor		Massachusetts	1st artillery	Prof. of chemistry, mineralogy, and geology.
Caleb Huse	1st lieutenant	1st artillery	do	Mil'y Academy	Assistant professor of ditto.
Francis J. Shunk	do	Ordnance corps	Pennsylvania	do	Acting assistant professor of ditto.
Wm. H. Hardee	Major and bvt. col.	2d cavalry	Georgia	do	Commandant of cadets and instructor of artillery, cavalry, and infantry tactics.
John Gibbon	1st lieutenant	4th artillery	Pennsylvania	do	Assistant instructor of artillery.
Cadmus M. Wilcox	do	7th infantry	North Carolina	do	Assistant instructor of infantry tactics.
Wm. H. Wood	do	3d infantry	Massachusetts	do	do
Charles W. Field	do	2d cavalry	Kentucky	do	Assistant instructor of cavalry.
George L. Hartsuff	do	2d artillery	New York	do	Assistant instructor of artillery.
George B. Cosby	do	2d cavalry	Kentucky	do	Assistant instructor of cavalry.
Rev. John W. French	Professor		Connecticut	Dist. of Columbia	Chaplain and professor of ethics and English studies.

William Silvey	1st lieutenant	1st artillery	Ohio	Mil'y Academy	Assistant professor of ditto.
Joshua W. Sill	do	Ordnance corps	do	do	Acting assistant professor of ditto.
George W. Rose	2d lieutenant	Top. Engineers	New York	do	Do. do.
Robert W. Weir, N. A.	Professor	5th infantry	do	New York	Professor of drawing.
Thomas H. Neill	1st lieutenant	do	Pennsylvania	Mil'y Academy	Assistant professor of drawing.
Hyacinth R. Agnel	Professor	do	New York	New York	Prof. of the French and Spanish languages.
Samuel H. Chalfin	1st lieutenant	1st artillery	Illinois	Mil'y Academy	Assistant professor of ditto.
Edward R. Platt	do	2d artillery	Vermont	do	Acting assistant professor of ditto.
Andrew J. Donelson	do	Engineers	Tennessee	do	Instructor of practical military engineering.
Thomas L. Casey	2d lieutenant	do	New York	do	Assistant instructor of ditto.
Patrice de Janon	Instructor	do	Carthagera	New York	Sword master.

MILITARY STAFF.

James B. Fry	1st lieutenant	1st artillery	Illinois	Mil'y Academy	Adjutant.
Samuel P. Moore, M. D.	Surgeon	Med. departm't	South Carolina	South Carolina	
Joseph K. Barnes, M. D.	Assistant surgeon	do	Pennsylvania	Pennsylvania	
John Gibbon	1st lieutenant	4th artillery	do	Mil'y Academy	Quartermaster and assistant commissary of subsistence.
Andrew J. Donelson	do	Engineers	Tennessee	do	Treasurer.

REPORT OF THE WEST POINT VISITORS.

UNITED STATES MILITARY ACADEMY,
West Point, New York, June 17, 1856.

SIR: The undersigned, composing the Board of Visitors of the United States Military Academy for the year 1856, having met and organized at this place on the second day of June, and having discharged the duties committed to them by your letter of invitation and by law, beg leave to make the following report:

To facilitate them in their various duties, committees were appointed, and charged with a minute inquiry into the particular subjects brought to the attention of the board. The reports of these committees, together with the journal of the proceedings of the board, accompany this report, and furnish the fullest information relative to the "actual state of the discipline, instruction, police, administration, fiscal affairs, and other concerns of the institution," "to all of which your attention is specially directed." Subjects of a general nature, involving in an eminent degree the usefulness of the academy, were taken up by the board, acting as a committee of the whole, and it will be found embraced in the report.

The attention of the board has been most deliberately given to the administration of the academy, and, in presenting the result of their deliberations upon the important questions connected therewith, they have kept steadily before them the distinctive objects contemplated and so successfully accomplished in the operation of the institution.

As first in importance, they have considered the propriety of enlarging the field of selection for the superintendency of the academy, to embrace all arms of the military service. To a right understanding of this most delicate question they would remark that, for a period of fifty-four years, the superintendency of the academy has been confided by *law* to the corps of engineers; and this has been the case, although the range of the institution has been extended from its original and limited design, as a *school of engineers*, to embrace the wants of the topographical and ordnance corps, and of the artillery, infantry and cavalry services. It cannot be supposed that this exclusive rule has been the result of mere accident, or has proceeded from any partial consideration in favor of the corps of engineers. They know otherwise. Looking to the peculiar composition of this corps, it is perceived that it essentially represents the highest scientific elements of the military service, and it may be fairly presumed that this fact has mainly controlled the provisions of law with regard to the superintendency. Important as are the qualities of high military and administrative talents, which may be possessed alike by officers of all departments of the army, the main design has been, while securing these as far as possible in the superintendent, to make them, however, at all times, subordinate to that higher and more essential quality in such a school as this, viz: *scientific merit*. It is believed that this principle is founded in wisdom and justice. That which has given to this institution its eminent character is its *high scientific standing*. Its reputation in this respect is not national merely—it is world-wide; for the graduates of

this school have commanded the respect and distinction of every enlightened nation, even with regard to those arms of service not strictly scientific. It cannot be doubted that the distinction which they have gained for themselves, and the honor they have won for their country, have their foundation, essentially, in the scientific bases upon which their military education has been founded.

The board would most earnestly suggest, therefore, great caution in any change which should, in the least degree, depreciate the high scientific character of the academy. It should be most carefully preserved and maintained, and, if possible, elevated.

The superintendent is president of the academic board. He directs the academic exercises. His position should give prominence to the main characteristic basis of the institution, and his personal qualifications should be such as to command the confidence and respect of those who are trained for all the branches of the public service.

With these principles *clearly directing* the administration of the academy, it is the opinion of the board that, as the corps of the army are at present organized, officers possessing the necessary qualifications for this special service may be obtained from all the *scientific corps*; and they are persuaded that the efficiency of the academy may be greatly promoted by extending the range of selection for its superintendent, so as to give the academy the advantage of their services; but they would most earnestly press upon the department the importance of subordinating, in this selection, military and administrative talents to the essential one of scientific character.

The successful issue of the late war has had a tendency to give a prominence to the military element, to the neglect or depreciation of the true cause of that success, viz: the discipline of the mind in the severe scientific training of the Military Academy. How the present restrictive rule may be removed, without a sacrifice to the institution, they are not fully prepared to say, unless it may be done by confining the inspectorship to the chief of the corps of engineers, as at present, and by such legal conditions as shall limit the selection to those graduates of the academy who belong to any of the scientific corps, and who, at the same time, possess the highest military and administrative qualities. Or, considering the rapidly increasing boundaries of our extended country, and the need of all the appliances of genius and of art in the military service which a just regard to its full defence may demand, it occurs to the board, as an alternative proposition, which may at no distant day be found absolutely necessary, and which would solve the chief difficulty in this complicated question, to "establish another military academy with *special reference* to the necessities of those arms of the military service not strictly scientific, while this academy shall be exclusively appropriated to the preparation of officers of the *scientific corps*." The board have been sensible that the subjects of instruction here have been too much crowded, and that the time and attention given to the military exercises have materially interfered with that properly due to the severe scientific course of the academy. It is easy to divert the youthful mind, by the attractive duties of the cavalry and artillery drills, from the labor of the student life; and while they are thus made to the eye of the casual observer better soldiers, they are

really less efficient for all the higher and more important demands of the military service. The suggestion bears the prestige of the example of European services, and may be worthy of consideration.

Whether either of these recommendations be carried out or not, it is considered essential by the board that a *local rank of colonel* be assigned to the superintendent. This measure would remove a difficulty which has frequently existed, and which presents an anomaly in the military service, important to be avoided, of command being exercised by the superintendent over officers of higher military rank. Considering, also, the position of the superintendent as commanding officer of a post so much visited by distinguished strangers, the board would further recommend that the pay and emoluments of the superintendent correspond with those of a colonel of cavalry.

As connected with the above subject, the board are of opinion that an error was made in the law which established an equality of academic rank among the professors of the academy. Seniority of commission is a just, and may be the only safe rule for the military service; but in an academic board, controlling an essentially scientific school, these departments not strictly scientific, should be kept as they originally were, subordinate to the scientific departments of the academy.

The report of the Committee on Finance, with the very full tabular statements supplied by the superintendent, Major Barnard, presents a comprehensive exhibit of the fiscal affairs of the academy, and attention is specially directed to the recommendation of the committee in reference to an increase of the pay of the cadets.

The committee to whom was referred the state of military discipline, police, &c., have presented a report which, with the recommendations contained therein, has received the unanimous approval of the board. The subjects of inquiry embraced in this report have been more or less brought to the attention of all the members of the board in the course of their general as well as special visitations, and they would express their high satisfaction with the state of military discipline and police. The recommendation of the superintendent for an appropriation of \$20,000 for a supply of gas for the institution, commends itself so strongly by every consideration of propriety as well as economy, that it is hoped Congress will at no distant day make provision for it.

The construction of the cadet barracks seems to be singularly unfortunate in all the qualities which secure comfort and discipline to the cadets. Besides being ill adapted for police, there seems to be a want of good ventilation, and the suggestion of the acting commandant of cadets, Lt. Wilcox, for the construction of piazzas, is deserving of special consideration. To this the board would further recommend that the system of warming the barracks by hot-air furnaces be substituted by the more improved method by steam or hot water. This latter system has been generally adopted in the hospitals and asylums of the United States, and seems to be the best adapted for the healthful supply of pure air at proper temperature. It frees the institution from coal dust, the disadvantages of high temperature in the heating surface, and risk from fire, and affords the most advantageous method of introducing thorough ventilation into the building.

It is believed that the sum of \$30,000 would meet both of these recommendations.

Considering the important command of the instructor of infantry tactics, who is also commandant of cadets, as well as that of instructor of artillery and cavalry and practical engineering, the board deem it proper and just that each of these officers should be placed upon equality with the other members of the academic board, and recommend that the local rank, pay and emoluments, of a major of cavalry be assigned to each.

Much inconvenience results from the insufficiency of quarters for the assistant professors, and the scientific departments of the academy have been somewhat embarrassed in consequence. The assistants in these departments, being for the most part taken from the graduates of more recent date, and not having the rank to secure the selection of quarters, are either thrown upon the courtesy of their brother officers, if they should be married men, or are compelled to board at the hotel. It is desirable that every facility should be afforded to these officers for the proper study of the important branches of instruction assigned to them, and it is believed that an appropriation of \$10,000 will enable the superintendent to construct four or five comfortable cottages for their accommodation.

Paragraph — of the regulations of the academy, which makes the commandant of cadets the inspector of the cadets' commons, requires modification, so as to make it the duty of that officer, or one of his assistants, to visit the mess-hall at stated periods to see that the cadets are at all times supplied with clean and wholesome food.

The board are also satisfied that the regulations which limit the number of demerit to the cadets, and which prescribe special penalties when this limit is exceeded, require material modification. They would recommend that the limit of demerit for a cadet be fixed at 100 for any period of the same academic year prior to the 16th of December, and also 100 hundred for any period of the same academic year from the 16th December to the 16th June; and that whenever a cadet shall exceed this limit, it shall be the duty of the superintendent to lay his case before the academic board, that he may be reported to the War Department for discharge.

They are satisfied that "suspending" or "turning back" a cadet for excessive demerit is a pernicious rule for the academy. If a cadet, with full knowledge of the penalty attached to excessive demerit, continue to neglect his duty until he exceeds the prescribed limit, he is not only an unworthy subject for the academy, but his example and influence become injurious to others, and he should be dismissed. Suspension and turning back are half-way places, into which many are tempted to retreat. The best interests of the institution demand summary dismissal.

The report of the committee on instruction presents in a clear and comprehensive manner the views of the board on the important branch of their duty, and attentive consideration is respectfully invited to the suggestions contained therein.

The department of chemistry, mineralogy, and geology, ought not to be restricted in the range of selections for its assistants to the "line

of the army," but authority should be given to secure the services of the best officers in either corps of the army.

Nor should the library be limited by the small annual appropriation now made for its support. Books are the working tools of the scholar, and should be supplied without stint. The board would recommend the annual appropriation of \$3,000 for the library, and a provision for an assistant to the librarian equal to that of the clerk to the adjutant. While the board fully approve the "*four years rule*," as it is termed, and believe it just and proper for the military service, they would recommend such occasional relaxation of it as may seem to the department to be called for by the special wants of the scientific department of the academy with respect to their principal assistants. These departments have been materially damaged during the past year by the application of this regulation; and if the claims of the public service elsewhere justify the exceptions referred to, the efficiency of the institution would be promoted by them.

It seems to the board that in the new programme of studies adopted by the academic board to accommodate the course to the extended term of five years, the essential idea which made the fifth year necessary has been in part overlooked. Deficiency in the elementary departments of knowledge in the candidates for admission suggested this as a partial remedy, by affording opportunity for instruction in those English studies which should constitute the foundation of the education of an American officer. The mathematical studies of the fifth class now embrace as extensive a range as the former fourth class, while the present fourth completed the full mathematical course formerly closed in the third. The board would recommend a change in this arrangement, so that the fifth class shall be instructed exclusively in those branches properly embraced in an elementary English course of studies; and that, should any candidates for admission, on examination by the academic board, be found qualified to enter the fourth class, they be permitted to do so.

The separation of the duties of chaplain from the department embraced in the instructions of English, recommended in this report, will afford the means of carrying out this suggestion.

The special attention of the department is directed to the report of the committee on the moral and religious condition of the institution.

The board have been deeply pained at the limited provision made by regulation, and by actual practice, for the religious instruction of the cadets; and the recommendations of the committee are deserving of most mature deliberation. Whatever differences of opinion may prevail among the various Christian denominations, all believe that the true foundation of individual morality and national prosperity lies in the divine precepts of the Word of God. Every facility should be afforded to those who are receiving, at this school, the education which shall fit them for the service of their country, to be early trained in all the duties which pertain to them in their relations to the Supreme Law-giver. The Bible, as a text-book, opens a "department of knowledge which, like an ample palace, contains within itself mansions for every other knowledge; which deepens and extends the interest of every other; gives it new charms and additional purpose," and

ought not to be withheld from the cadets of this institution. Rights of conscience should be most sacredly guarded; but this may be done by the means suggested by the committee in Sabbath Bible instruction, under the limitations and conditions contained in their report, and by such regulations as shall protect this place from being made a gala day, by military displays, for the admiring multitudes who throng it on the Sabbath day for this purpose. Whatever good policy may dictate as required for the common soldier does not necessarily apply to the cadet, and, under a proper system of religious instruction, would not apply.

There are special considerations which make this a subject of grand importance. Many of the graduates of this institution are stationed at our frontier posts, and are, in a great degree, removed from the stated means of grace. Let them leave this academy without the principles of the pure morality of the Bible, and they soon fall a prey to the temptations which there beset a soldier's life. But let them be furnished with the blessings of our holy religion, and how much would their influence be felt, through the Bible class and the Sabbath school, upon the rank and file of the army; and how mightily would it tell upon the virtue and intelligence of our people! To give, then, the fullest efficiency to these important suggestions, the board would earnestly recommend that the duties of chaplain be separated from the professional department of the academy, and that a professorship of moral and political philosophy and *belles lettres* be established.

A review of the extensive field of inquiry committed to the board has convinced them that, for a full discharge of their duty, much thought and patient and laborious examination are required. Most of those who usually constitute these boards of visitation come here entirely unacquainted with the practical operations of the institution, and just as they begin to understand their work their duty terminates. It has hence occurred to the board, that if three members of the preceding board were invited, in connexion with the regular appointees of any one year, each board would possess the advantages to be gained by their experience and knowledge. They would also recommend, as an important auxiliary in their duty, that the superintendent be directed to prepare each year, and in advance of the meeting of the board, a *detailed report* of the operations and wants of the academy—such report to embrace the reports of the heads of the various departments, and to be laid before the board on its organization.

It is presumed, also, to be the intention of the law, that the actual expenses of the members of the board should be met by the provision made for them. In the experience of this board this provision is insufficient; and they would recommend that the law be modified, so as to provide an allowance for mileage at the rate of ten cents per mile, and for current expenses eight dollars per day during the session of the board.

The board would take this occasion to express their obligations to the superintendent, professors, and officers of the academy, for the courtesy which they have on all occasions extended towards them. Every facility has been afforded to enable them to acquaint themselves with the condition and wants of the institution.

And now, in closing the duties which have engaged their attention during a laborious session of sixteen days, the board cannot separate without the expression of the high satisfaction which their visit has given them. Representing, as they do, fourteen distinct States of this great confederacy, coming together as strangers to each other to consult over the interests of an important national institution, they part with sentiments of profound and honest pride—sentiments which they are sure are responded to by their constituents—that their country has established so noble an institution as the United States Military Academy. While differences of opinion have occasionally existed in their consideration of the various questions of public policy which relate to the conduct of this great school, their session has been one of the greatest harmony and satisfaction; and the views which they beg leave now to present are the result of their united and concurrent labors.

We have the honor to be, very respectfully, your obedient servants,

FRANCIS H. SMITH, of Virginia,
President of the Board.

F. B. SAXTON, of Texas,
Secretary of the Board.

WM. H. DUNCAN, of New Hampshire.

JOHN WHEELER, of Vermont.

LITTLETON KIRKPATRICK, of N. J.

JOHN B. SPOTSWOOD, of Delaware.

R. T. SIMPSON, of South Carolina.

WM. B. READ, of Kentucky.

E. G. EASTMAN, of Tennessee.

JOHN HENDRICKS, of Indiana.

W. W. ROMAN, of Illinois.

JNO. J. LOWRY, of Missouri.

WM. T. BARBOUR, of California.

A. E. BURNSIDE, of Rhode Island.

Hon. JEFFERSON DAVIS,
Secretary of War.

REPORT OF THE COMMITTEE ON FISCAL AFFAIRS.

The committee to whom was referred the duty to examine the fiscal affairs of the United States Military Academy, and also the quality of the books and clothing furnished the cadets, having performed the duty assigned them, beg leave to report:

That they have been politely furnished by the superintendent with all the papers necessary to a full view of all the fiscal operations of the institution.

Paper A is a statement of the rank, pay, and emoluments of the officers, professors, instructors, cadets, and employés of the United States Military Academy, from the 1st of May, 1855, to 30th June, 1856, which (except for an additional ration to certain officers of the army) amounts to the sum of \$60,989 60, concerning which we are satisfied, and have no recommendation to make.

Paper B contains a full statement of boarding, books, clothing, and all other necessities furnished the cadets, by order of the superintendent, for the fiscal year ending June 30, 1856, which shows that the board, clothing, books, &c., required by the regulations, amount to more than their monthly pay, which, being averaged for the past year, makes the charges against each per month \$2 74½, and by the year \$32 94 more than their pay. This paper further shows that this excess of charges over the pay has been regular and continued; and that the excess of charges over-averaged, for the seven years previous to the past, \$6 90 every two months, making the average annual excess \$39 60 against each cadet.

We take it for granted it is not only the intention of Congress, but the desire of the American people, to pay the actual necessary expenses of the cadets while at the institution.

Congress by law directs the superintendent and faculty to adjust and regulate the supplies, the number and kind of books for each cadet, and to direct all other articles necessary for them while in the institution. By the regulations of the board of officers, all these things they are required to have, and the proper officers are required to furnish them. Board is supplied and charged to each at cost. Clothing, &c., are also furnished, and charged to them, at an advance only of what is necessary to pay freight and expenses of clerk hire.

We have examined with some care the commissary's department, and how it is conducted; and from the manner of checks, arranged to guard against speculation, and the general clearness and correctness with which all the vouchers for purchases and disbursement are kept, we are satisfied that a system of economy, as well as of security that the articles furnished are good, has been acquired, which we need scarcely expect now to amend; especially when we reflect that this system has been gradually approaching its present condition by the experience of year by year for fifty years, and now has the sanction of all the officers concerned, and, so far as we know, is satisfactory to the cadets. We have therefore no alteration to recommend in this department.

But the fact referred to above, that the charge against the cadets has been annually greater than their pay, seems to demand alleviation. And we recommend that Congress increase the pay so as to cover this annual deficit, and thereby enable the destitute as well as others to reap the rich advantage of an education from an institution the value of which has been so fully proven both to the cadet and country.

We do not, however, desire to recommend any increase of pay beyond what will be sufficient to meet the charges for board, clothing, &c., which the board of officers may think necessities, and require the cadets to have; and this, we think, will be secured by an addition of \$4 per month to the present pay. This will make the monthly pay \$28 instead of \$24, as it is now.

The average deficit of the past year being \$32 90, and for the previous seven years being \$39 60, the recommended increase of \$48 will cover the average deficiency for the last eight years, and it is believed will continue to do so for the future.

We have examined the clothing furnished the cadets, and believe

the quality of the articles is good and as cheap as the same articles can be procured. As to this item, we have nothing to condemn nor any alteration to suggest.

Paper C exhibits a full account of all the funds available for the use of the United States Military Academy, and the disbursements made by the superintendent for the same during the fiscal year ending June 30, 1856, from which it appears the expenditures for the past year amounted to \$65,619 32, and the balance unexpended to \$38,173 27.

Paper D exhibits a detailed and very satisfactory account of how the mess commons is supplied, and by whom the purveyor (otherwise steward's) account is examined and passed. This officer is the agent for the cadets, and is paid out of their money, and accounts every two months to the board.

Also a full and detailed account of how the commissary (another agent of the cadets) makes his purchases of clothing; how it is made up and supplied to the cadets; how the rates of charges are arranged; what board examines all these accounts, and how often; and what checks are arranged to detect fraud.

Also how the vegetable garden, the cows, and poultry belonging to the cadets, are managed, and the nett proceeds shown; all of which is so satisfactory we have no alteration to suggest.

In conclusion, we are gratified to be able to report that we find no complaints in any way connected with the fiscal affairs of the institution, but, on the contrary, believe them well arranged and faithfully executed.

All which is respectfully submitted.

R. F. SIMPSON, *Chairman.*

JOHN J. LOWRY.

WM. H. DUNCAN.

Col. F. H. SMITH,

President Board of Visitors U. S. M. Academy for 1856.

A.—Statement of the rank, pay, and emoluments of the officers, professors, instructors, cadets, and employes of the United States Military Academy, West Point, New York.

No.	Office.	Rank.	Army pay per annum.	Academic pay.	Pay.	Remarks.
1	Superintendent	Brevet major	\$2,076 00	-----	\$2,076 00	
1	Professor of engineering	-----	-----	\$2,000 00	2,000 00	
1	Assistant professor of engineering	1st lieut. engineers and brevet captain	1,029 96	200 04	1,230 00	
1	do	2d lieutenant engineers	1,029 96	-----	1,029 96	
1	Professor of natural and experimental philosophy.	-----	-----	2,000 00	2,000 00	
1	Assistant professor of do	-----	882 00	348 00	1,230 00	
1	do	1st lieutenant infantry	882 00	-----	882 00	
1	do	1st lieutenant artillery	834 00	-----	834 00	
1	do	2d do	1,029 96	-----	1,029 96	
1	do	2d lieutenant topographical engineers	-----	2,000 00	2,000 00	
1	do	-----	1,029 96	200 04	1,230 00	
1	Professor of mathematics	1st lieutenant topographical engineers	882 00	-----	882 00	
1	Assistant professor of do	1st lieutenants artillery, each	834 00	-----	834 00	
1	do	2d do	-----	-----	-----	
3	do	1st lieutenant artillery	882 00	2,000 00	2,000 00	
1	Professor of chemistry, &c	2d lieutenant ordnance	1,029 96	348 00	1,230 00	
1	Assistant professor of do	-----	-----	-----	-----	
1	do	1st lieutenant ordnance	1,029 96	200 04	1,230 00	
1	Professor of ethics, &c	-----	882 00	-----	882 00	
1	Assistant professor of do	1st lieutenant ordnance	1,029 96	-----	1,029 96	
1	do	2d lieutenant ordnance	-----	2,000 00	2,000 00	
3	do	-----	882 00	348 00	1,230 00	
1	Professor of drawing	1st lieutenant infantry	-----	-----	-----	
1	Assistant professor of do	(Vacant.)	-----	2,000 00	2,000 00	
1	do	-----	882 00	348 00	1,230 00	
1	Professor of French	1st lieutenant infantry	882 00	-----	882 00	
1	Assistant professor of do	1st lieutenants artillery, each	1,350 00	-----	1,350 00	
1	do	Captain engineers, commanding company	1,029 96	-----	1,029 96	
2	do	1st lieutenant engineers	1,029 96	-----	1,029 96	
1	Instructor of practical engineering	2d lieutenants engineers, each	-----	-----	-----	
1	Assistant instructor of do	-----	-----	-----	-----	
2	do	-----	-----	-----	-----	

Disbursed by Pay Department.

STATEMENT—Continued.

No.	Office.	Rank.	Army pay per annum.	Academic pay.	Pay.	Remarks.
1	Instructor of infantry tactics	-----	-----	-----	\$2,000 00	Disbursed by Pay Department.
3	Assistant instructors	-----	\$882 00	\$120 00	3,006 00	
1	-----do-----	-----	877 00	120 00	997 00	
1	Instructor of artillery and cavalry	-----	882 00	348 00	1,230 00	
1	Assistant instructor of artillery	-----	882 00	-----	882 00	
1	Assistant instructor of cavalry	-----	1,125 96	-----	1,125 96	
1	-----do-----	-----	1,125 96	-----	1,125 96	
1	Instructor of fencing	-----	-----	1,200 00	1,200 00	
1	Cadets, each ^a	-----	-----	228 00	-----	
1	Surgeon	-----	1,788 00	-----	1,788 00	
1	Assistant surgeon	-----	1,518 00	-----	1,518 00	Disbursed by Superintendent.
1	Adjutant	-----	882 00	363 96	1,245 96	
1	Clerk to disbursing officer and quartermaster.	-----	-----	900 00	-----	
1	Clerk to treasurer	-----	-----	500 00	-----	
1	Clerk to adjutant	-----	-----	600 00	-----	

^a See treasurer's report for detailed statement of accounts.

NOTE.—In addition to army pay, all officers receive an additional ration for every five years' service; the value of which is commuted at \$6 per month. The officer acting as commissary of subsistence receives, in addition, the sum of \$14 per month. These two items of additional compensation are not peculiar to officers on duty at the Military Academy, but apply to officers of the army wherever stationed.

Q. A. GILLMORE,

Lieutenant Engineers, and Quartermaster U. S. Military Academy.

QUARTERMASTER'S OFFICE, U. S. MILITARY ACADEMY,
West Point, New York, June 9, 1856.

B.

Statement of authorized amounts paid by the treasurer of the United States Military Academy, exhibiting the annual total amounts, the average amounts for two months, together with the average amount applicable for each cadet, for all articles, from May 1, 1855, to April 30, 1856.

On what account paid.	1855.				1856.		Total amount.	Average amount for two months.	Average amount applicable for each cadet for two months.	Remarks.
	May and June.	July and August.	September and October.	November and December.	January and February.	March and April.				
Band fund.....	\$101 50	\$119 46	\$118 50	\$115 30	\$109 68	\$104 85	\$669 29	\$111 54	\$0 50	Voluntary subscription by cadets for the support of a band of musicians.
Board at mess commons....	3,403 28	4,343 20	3,920 34	4,104 10	4,264 64	4,139 87	24,175 43	4,029 23	18 10	This amount charged each cadet, being pro rata, and fixed by a board of officers who examine and audit the accounts of the purveyor of the commons.
Washing.....	790 89	927 65	950 58	923 93	868 35	834 54	5,259 94	882 65	4 00	\$2 per month, winter and summer.
Commissary store.....	640 74	3,686 15	2,183 78	1,529 80	1,546 92	1,031 89	10,619 28	1,769 88	7 97	Conducted by the commissary of cadets. Articles furnished, viz: text-books, stationery, under garments, equipments, room furniture, oil, candles, &c.
Commissary clothing department.	2,294 23	2,936 44	2,694 92	1,901 80	2,047 00	1,775 40	13,709 79	2,284 96	10 29	Conducted by the commissary of cadets. Articles furnished, viz: uniform clothing, citizens' clothing, and authorized military frock coats for cadets when going on furlough.
Commissary shoemaker's department.	481 18	1,111 98	699 65	618 53	359 37	408 15	3,678 86	613 14	2 76	Shoes and repairs done by the contractor under the inspection of the commissary of clothing.
Postage of letters and newspapers.	100 77	64 50	111 68	97 30	33 71	3 98	411 94	68 67	31	Postage of letters and newspapers. One newspaper allowed to each cadet, provided application is made for the permission.
Barber, shoe-blackening, and varnishing.	178 58	298 54	212 07	170 76	150 28	175 77	1,186 00	197 68	89	This embraces shoe-blackening, hair-cutting, varnishing accoutrements, &c.
Sundries.....	.....	544 65	.....	.....	185 62	115 00	845 27	140 87	63	Special permission.
Baths taken by cadets.....	86 60	11 52	101 15	102 12	84 95	99 90	486 24	81 04	36	A small charge for each bath, only sufficient to pay the expenses of the bathing establishment.
Dialectic Society	64 00	.....	.....	.....	.....	139 00	203 00	33 83	15	Subscribed by the members of that society under the sanction of the superintendent of the U. States Military Academy.
Iron bedstead and table fund	28 00	30 80	31 20	28 60	23 21	21 20	163 01	27 18	12	This is only charged to the fourth class for their use, at 20 cents per month, for the first year only, which is applied to keep the articles in repair.
Rules and triangles.....	41 50	.....	.....	.....	.....	.....	41 50	6 91	2	A small charge annually being necessary to replace and keep them in repair.
Lithographic department...	.....	.....	.....	31 86	.....	111 25	143 11	23 85	10	Charge for lithographic works written by the officers and professors to aid the instruction in their several departments.

B—Continued.

[illegible]

B—Continued.

Recapitulation of disbursements made by the treasurer of the United States Military Academy on account of cadets, from May 1, 1848, to April 30, 1855, seven years.

	May and June.	July and August.	September and October.	November and December.	January and February.	March and April.	Total amount.	Average amount for two months.	Average amount applicable for each cadet for two months.	Average number of cadets.	
From May 1, 1848, to April 30, 1849.	\$17,758 31	\$15,600 38	\$12,035 00	\$11,621 58	\$10,883 60	\$10,140 43	\$78,039 30	\$13,006 55	\$56 62	do.....	228
From May 1, 1849, to April 30, 1850.	17,718 61	14,386 38	10,988 97	9,804 00	9,757 49	8,865 03	71,530 48	11,921 74	55 72	do.....	222
From May 1, 1850, to April 30, 1851.	18,308 79	14,928 03	11,627 34	10,588 78	11,016 58	9,371 34	75,840 86	12,644 14	54 73	do.....	238
From May 1, 1851, to April 30, 1852.	18,623 82	13,938 86	11,007 74	9,903 41	10,589 04	8,931 67	72,994 84	12,165 76	52 89	do.....	227
From May 1, 1852, to April 30, 1853.	17,934 23	14,751 38	12,353 93	11,375 29	11,283 98	9,610 98	77,309 79	12,884 96	53 53	do.....	236
From May 1, 1853, to April 30, 1854.	19,751 45	14,827 78	10,778 28	9,785 53	10,493 26	9,166 74	74,803 04	12,467 17	54 03	do.....	224
From May 1, 1854, to April 30, 1855.	16,437 81	15,727 97	12,012 16	10,902 44	12,303 64	9,668 12	77,052 14	12,842 02	56 82	do.....	226
Total amount.....	126,533 02	104,170 78	80,803 42	73,981 03	76,327 59	65,754 31	527,570 15	87,928 34	384 34	Average number for 7 years.	229
Average amount for 7 years..	18,076 14	14,881 54	11,543 32	10,568 75	10,903 94	9,393 47	75,367 16	12,561 19	45 94		
Amount of cadet's pay for two months.....									48 00		
Average difference between his pay for two months and the amount expended.....									6 90		

Q. A. GILLMORE,
Lieutenant Engineers, and Treasurer United States Military Academy.

TREASURER'S OFFICE, West Point, June 9, 1856.

U.

Statement of funds available, and disbursements made by the Superintendent of the United States Military Academy, during the fiscal year ending June 30, 1856.

For what purpose.	Amount available July 1, 1855, for fiscal year ending June 30, 1856.	Amount received since July 1, 1855.	Total amount available for the fiscal year ending June 30, 1856.	Expended to June 1, 1856.	Balance available June 1, 1856.	Remarks.
<i>Current and ordinary expenses.</i>						
Repairs and improvements.....	\$16,484 45	a \$94 48	\$16,578 93	\$12,409 23	\$4,169 70	a For manure --- \$23 50
Fuel.....	6,460 88	-----	6,460 88	6,424 77	36 11	Old iron ----- 70 98
Forage.....	2,524 55	-----	2,524 55	2,097 92	426 63	
Postage.....	100 91	-----	100 91	34 98	65 93	
Stationery.....	547 99	-----	547 99	251 30	296 69	
Transportation.....	1,996 79	b 18	1,996 07	1,451 27	545 70	b Overpayment on voucher 16, 3d quarter 1855.
Printing.....	3,056 83	-----	3,056 83	1,959 92	2,860 91	
Clerks.....	2,000 00	-----	2,000 00	1,750 00	250 00	
Miscellaneous and incidental expenses.....	1,931 48	c 18 00	1,949 48	1,721 07	228 41	c Refunded by sentence of court-martial for one trumpet broken by Musician Haack.
Department of engineering.....	3,463 74	-----	3,463 74	208 79	3,254 95	
Department of philosophy.....	346 58	-----	346 58	54 60	291 98	
Department of mathematics.....	405 83	-----	405 83	3 70	402 13	
Department of chemistry, &c.....	1,251 94	-----	1,251 94	340 94	911 00	
Department of ethics.....	160 07	-----	160 07	112 62	47 45	
Department of drawing.....	495 34	-----	495 34	179 76	315 58	
Department of practical engineering.....	596 50	-----	596 50	-----	596 50	
Department of infantry tactics.....	307 15	-----	307 15	33 13	274 02	
Department of artillery and cavalry.....	1,215 61	-----	1,215 61	538 11	677 50	
Improvement and additions to officers' quarters.....	2,000 00	-----	2,000 00	758 22	2,241 78	

	1,455 37	d5 16	1,460 53	1,308 60	151 93	dFor one Poisson's Me- chanics.
Gradual increase and expense of library-----	1,455 37	-----	1,460 53	1,308 60	151 93	
Board of Visitors-----	5,545 12	-----	5,545 12	779 50	4,765 62	
Stables for artillery and cavalry horses-----	5,906 43	-----	5,906 43	869 40	1,037 03	
Purchase of artillery and cavalry horses-----	520 41	e299 00	819 41	819 41	-----	eFor five condemned horses.
Forage for artillery and cavalry horses-----	9,387 32	-----	9,387 32	242 41	1,144 91	
Replacing artillery and cavalry horses-----	2,000 00	-----	2,000 00	1,979 54	20 41	
Apparatus for warming buildings-----	2,500 00	-----	2,500 00	-----	2,500 00	
Cavalry exercise hall-----	13,313 03	-----	13,303 03	13,313 03	-----	
New equatorial telescope-----	4,722 29	f1,000 00	5,722 29	5,150 00	572 29	fFor old equatorial tele- scope.
Erecting barracks for engineer troops-----	10,000 00	-----	10,000 00	-----	10,000 00	
Enlarging and improving hospital of cadets-----	26 82	-----	26 82	26 82	-----	
Furnishing hospital of cadets-----	500 00	-----	500 00	475 23	24 77	
Cadet barracks-----	152 34	-----	152 34	89 00	63 34	
	102,375 77	1,416 82	103,792 59	65,619 32	38,173 27	

QUARTERMASTER'S OFFICE, UNITED STATES MILITARY ACADEMY,
West Point, New York, June 7, 1856.

Q. A. GILLMORE,
Engineer, and Quartermaster Military Academy.

Brevet Major J. G. BARNARD,
Corps of Engineers, and Superintendent of United States Military Academy.

D.

REPORT OF THE COMMITTEE ON FINANCE.

TREASURER'S OFFICE,
West Point, N. Y., June 11, 1856.

SIR: In reply to your request for information concerning the organization of the commissary department of cadets and mess commons, and the manner in which those establishments are conducted, I have the honor, by direction of the superintendent, to submit as follows, viz:

1st. The commissary department is carried on by a commissary at a salary fixed and controlled by the superintendent. The following paragraphs in the Military Academy regulations refer in particular to the duties and functions of this establishment, viz:

Paragraph 16. "A commissary shall furnish the cadets with such articles as the superintendent may direct, charging every article at the time of its delivery (with the price fixed by the superintendent) in the account book kept by the cadet to whom it is delivered. He shall present his accounts to the treasurer for settlement immediately after every muster."

Paragraph 17. "A board of inspectors, consisting of three officers appointed by the superintendent, shall examine and compare with approved patterns all articles of cadets' clothing and materials for making the same; and the board shall also examine the supplies furnished by the commissary, and shall report to the superintendent at such times as he shall appoint on the quality and suitableness of the articles submitted for their inspection. No clothing shall be issued to the cadets, nor shall the commissary sell them any article, which has not been first approved by the board of inspectors."

Paragraph 345, (extract.) "The board of clothing inspectors will consist of the commandant of cadets and the two senior assistants in the department of infantry tactics." * * *

Paragraph 246. "No cadet shall be furnished with any article by the commissary without an order in his account book approved by the initials of the superintendent's name."

Paragraph 347. "Cadets receiving any articles from the commissary with which they are not satisfied, will, before using the same, report the matter to the commandant of cadets."

The commissary furnishes the cadets with room furniture, (except iron bedsteads and iron tables,) beds, bedding, equipments, (except arms,) all articles of uniform, clothing and under clothing, belts and sashes, text-books, drawing materials and instruments, stationery, oil, candles, &c.

The purchases are generally made in open market, upon the most advantageous terms, usually for cash. The principal articles, however, such as the gray cloth, kersey, white drilling, duck, &c., and the uniform shoes, made to measure, are secured by written contract.

The clothing is made by tailors residing at West Point or in the

immediate neighborhood, the cutter being paid by the day and the workman by the piece.

The selling price of the various articles supplied by the commissary is fixed by the superintendent, and is determined by adding to the invoice price a small per centage to cover the expenses of the establishment, such as the salary of the commissary, clerks' and journeymen's wages, fuel, lights, &c., and the preservation and repair of the building.

A schedule of the prices of all articles of *clothing* is kept hung up in a conspicuous place for reference.

Cadets going on furlough are supplied with uniform frock-coats, pantaloons, and vests, and articles of citizens' dress, on account of their pay while absent.

2d. The "mess commons" is in charge of a purveyor appointed by the superintendent, under the immediate direction of a permanent board of officers. The duties of this board are prescribed in the regulations, and are as follows, viz:

Paragraph 348. "The commandant of cadets, the treasurer, and the quartermaster of the post, unless otherwise ordered, will compose a permanent board to audit the accounts of expenditures for subsistence of the cadets. The board shall assemble within three days after each regular muster, and report to the superintendent as soon thereafter as practicable."

Paragraph 349. "The board is charged with the special supervision of all the duties of the purveyor, and will see that the strictest economy is practised and observed throughout every department of his business; examining into the mode of procuring, issuing, and preservation of the subsistence stores, mess furniture and other property; the whole culinary process and apparatus; the books of receipts and issues, and the accuracy of the statements of property on hand at every muster day; the number of cooks, waiters, and other persons employed, and the necessity therefor; and shall report to the superintendent, within three days after each regular muster, any irregularities in these particulars that may exist, and recommend any change it may think calculated to promote the interests of the corps of cadets.

At all the sessions of the board the purveyor must exhibit vouchers for all purchases of provisions, and other expenditures, since the last settlement. From these data the board establishes the amount to be paid by each cadet for his monthly board, in which is included the *pro rata* proportion of the salary of the purveyor, the wages of cooks and waiters, and other current expenses of the establishment. When the report of the board shall have received the approval of the superintendent, each cadet is charged with the assessed amount, and the aggregate sum is placed in the hands of the purveyor.

The monthly expense for the commons of each cadet, for the year ending June 30, 1855, was as follows:

Provisions.....	\$7 65
Contingencies, including compensation to purveyor, cooks, and waiters, fuel, lights, &c.....	1 66
Furniture.....	28
Average monthly cost per cadet.....	9 59

With a view to lessen the price of board, and supply the cadets with fresh and wholesome vegetables at stated periods, which the almost entire absence of a well supplied market on this post, or in the vicinity, would otherwise render extremely difficult, a portion of the public lands, comprising several acres of tillable ground, is set apart for a cadets' garden. It is in charge of the purveyor, and the cost of working it is embraced in his accounts for board.

The value of the garden to the corps is shown in the following statement of the results of two consecutive years, viz :

Cost of cultivating the garden during the year ending June 30, 1854.....	\$263 81
Cost for the year ending June 30, 1855	356 64
Aggregate cost for two years.....	720 45

Market value of the vegetables produced during the year ending June 30, 1854.....	\$955 00
Same for the year ending June 30, 1855.....	782 63
Aggregate market value of produce for two years.....	1,737 63

The cows, also, which supply the mess with milk, are owned by the cadets.

The cost of keeping twelve (12) cows during the year ending June 30, 1854, was.....	\$691 12
The cost of keeping ten (10) cows during the year ending June 30, 1855, was.....	678 12
Aggregate cost of keeping cows two years.....	1,369 24

Market value of milk and calves produced during the year ending June 30, 1854.....	\$1,064 65
Same during the year ending June 30, 1855.....	1,123 06
Aggregate value of milk and calves produced in two years,	2,187 71

The cadets also have money invested in poultry and swine in a similar way, with results quite as favorable, proportionally, as those shown above.

With great respect, I have the honor to be, your obedient servant,

Q. A. GILLMORE,

Lieut. Engineers, and Treasurer M. A.

TREASURER'S OFFICE,
West Point, New York, June 9, 1856.

SIR: I have the honor to transmit herewith, for the information of the Board of Visitors, an annual statement of the authorized expenses of the cadets of the United States Military Academy, paid by the treasurer from the 1st of May, 1855, to the 30th of April, 1856; also, on the same sheet, a condensed recapitulation of similar payments for the seven years ending on the 30th of April, 1855, as compiled from the records of this office.

It will be seen, from the annual statement of payments for the year ending on the 30th of April, 1856, that the average expense of each cadet for two months' support, exceeds, by the sum of five dollars and forty-nine cents, (\$5 49,) the amount of pay which he receives from the government. This deficiency, which has to be cancelled by funds drawn from private sources, would be much larger were it not that many of the cadets resort to their friends at home for necessary supplies, such as under clothing, white pants, white gloves, stationery, &c. Eighty packages of this nature have been received by cadets during the past year.

The method of keeping the accounts of the cadets is briefly as follows, viz:

Upon joining the academy, each cadet is supplied with a pass-book, in which he is credited with the amount of his deposit, to go there with his monthly pay, and charged with such articles connected with his wants as a cadet as are not supplied by government, for the purchase of which he previously receives authority from the superintendent.

Immediately after each muster—that is, once every two months—all the pass-books are turned in for settlement to the treasurer of the Military Academy, whose duty it is to enter the various authorized charges, (except those of the commissary of cadets, which are entered at the time the articles are delivered,) and to balance the account of each cadet. The balance, whether in favor of or against a cadet, appears on his pass-book, and as carried to his account on the next settlement.

Statement books, exhibiting, in detail, the account of each cadet, are kept in the treasurer's office. At the close of each settlement, a full statement of the results of the transaction is made out and submitted to the superintendent, showing either the balance in favor of each cadet, or the amounts due his different creditors; including, also, an abstract view of the fiscal condition of the corps for the corresponding months of previous years, compiled from former statements.

With great respect, I have the honor to be, sir, your obedient servant,

Q. A. GILLMORE,
Lieut. of Engineers, and Treasurer U. S. M. A.

Hon. R. F. SIMPSON,
Chairman of the Committee of Finance.

REPORT OF THE COMMITTEE ON DISCIPLINE, POLICE, QUARTERS, AND MESS ARRANGEMENTS.

The committee to whom was referred the state of the military discipline, police, quarters, and mess arrangements of the United States Military Academy at West Point, having carefully inquired into and examined the same, beg leave to report:

That upon entering upon the discharge of our duties, the several officers whom we found in command have furnished us with all the necessary information and facilities to enable this committee to investigate the subjects referred to them.

We have been witnesses to the high state of military discipline which prevails throughout the whole corps of cadets. Little need be said upon the subject. The system of rewards and punishments practised and enforced here, together with the influences and example exercised upon the cadets by their superior officers, are eminently adapted to make them soldierly and gentlemanly in their deportment.

The rules and regulations governing this branch of the instruction, which has been so long established in the institution, by wise and experienced instructors, when strictly enforced, are deemed sufficient to make it, as it is, an almost perfect system.

The committee would earnestly recommend one change, which they think is of great importance. It is this: when the demerit of a cadet has reached the point provided by the regulations of the academy for his dismissal, it should be the duty of the commandant to report him to the Secretary of War, and recommend that he be dismissed the academy. This, in no case, should be delayed beyond a period when the commandant is convinced that the cadet has justly received his demerit marks, and that his conduct admits of no excuse. The rule is, that the cadet who receives over one hundred demerits in half a year is subject to be dismissed. The half year commences on the 16th of June, and ends on the 16th of December. Now, if the cadet receives over one hundred demerits in one month, say by the 16th of July, he is, by the existing regulations, kept at the academy until the end of the half year. He knows, of course, that he must be sent off, and the result is, that he loses all incentive to apply himself further to his studies, and neglects to perform his usual military duties; his remaining longer will only keep other cadets from pursuing their studies, more especially their room-mates. It must be apparent that the better policy would be to dismiss such delinquents without waiting the expiration of the half year, particularly when the conduct of the offender is ascertained to be of such a character as to preclude the possibility of injustice having been done him. We are aware, however, that in many cases this becomes a question of the utmost delicacy with the superintendent, and that it is necessary to clothe him with great discretionary powers.

In order to fix a limitation as to the time when a cadet should be relieved of the effect of a demerit, the committee would recommend that no reconsideration should be had after the expiration of one month

from the time that the same is recorded against him, except it be in extreme cases. One of the chief objects of the government in establishing and maintaining this school is to secure for its service the education of young men of the best intellects, selected, as they are, from every portion of the country; and when from any cause the object of the government's munificence becomes wilfully derelict in his duties, deficient in mind, or who may so deport himself as to get over one hundred demerit marks in six months, then justice to the public service, and the character of the instructors and officers of the academy, require that he should be removed, and his place filled by some more worthy person.

The committee have no other suggestions to offer in connexion with this subject.

In view of this recommendation of the "finance committee" to increase the pay of cadets, it is recommended earnestly that the quality of the food furnished by the purveyor be improved. The articles of sugar, coffee, tea, butter, bread, meat, potatoes, rice, beans, &c., should be of the best quality. We do not recommend any change in the bill of fare, a plain diet is all that is necessary; but every article should be sound and wholesome, and as good as the market affords. The mess hall is kept in good order, its construction admirable, and answers all the purposes for which it was intended.

The committee cannot too strongly urge the imperative necessity for more quarters for the accommodation of officers stationed at this post. A sufficient number of substantial buildings should be erected for the quartering of all. Many officers are compelled, for want of rooms, to board at the hotel, at an expense altogether too great for persons drawing small salaries. We therefore recommend a speedy appropriation to be made that this evil may be corrected. Much difficulty has occurred with reference to the mode of choosing and selecting quarters. Some contend that academic rank should be considered, while others allege that reference should be had to their commissions. The latter method is manifestly correct, and would meet the sanction of nearly every officer of the army. But this difficulty would be wholly avoided by constructing enough rooms for all. In order to effect this most desirable object, we are of an opinion that the sum of twenty thousand dollars should be appropriated. The letters of Captain H. F. Clark, instructor of artillery and cavalry, and Lieutenant C. M. Wilcox, acting commandant, accompany this report, and are entirely concurred in by the committee. The necessity for dragoon quarters is very much felt, and an appropriation of twelve thousand dollars should be made for that purpose. That portion of Captain Clark's letter relating to the erection of an artillery hall is of the greatest importance, and is particularly recommended to the attention of the board. That the barracks require alteration, in order to keep up the proper discipline, is made fully to appear from the communication of Lieutenant Wilcox on that subject, which is fully concurred in by the committee. The Board of Visitors for last year recommended an appropriation of fifteen thousand dollars, for the furnishing of gas for the use of the academy. We are satisfied that

this should be furnished in lieu of the oil now used for that purpose, and we renew the suggestion of our predecessors.

All of which is respectfully submitted.

WM. T. BARBOUR

W. B. READ

A. E. BURNSIDE

F. B. SEXTON.

REPORT OF THE COMMITTEE ON HEALTH.

WEST POINT, *June 16, 1856.*

The committee on health and moral and religious instruction beg leave to report, that upon examination they find the general health of the post during the past year to have been almost interrupted. No disease of an epidemical character had appeared, and the few cases of sickness that have occurred, except in a few instances, were such as are incidental to the mode of life pursued by the cadets. The committee visited and carefully inspected the hospital for the cadets, and were highly gratified at the cleanliness, system and good order that were apparent in every department.

The reforms recommended by the preceding Board of Visitors have been partially made, and they recommend that they be completed, so that this department of so much importance to the institution may be as perfect as possible, especially that the remaining rooms which require it be covered with oil-cloth, and that warm water be introduced into the bathing-room, both of which can be done at a trifling cost. It is also recommended, at the suggestion of the surgeon, that the water-closets be removed out of the main building to some more suitable place.

The hospital for the enlisted men attached to the post was also visited and inspected by the committee, and found to be in excellent condition, and in every respect adapted to the wants of the sick. The only improvement they have to recommend is that the floors entire of the sick wards, which are made of soft and porous wood, and consequently imbibe and retain moisture, be covered with oil-cloth. The committee, before leaving this part of their report, would bear their testimony to the efficiency of the accomplished gentlemen, the surgeon and assistant surgeon, having charge of this department.

An appropriation of \$400 is asked to defray the expenses of the improvements above recommended.

J. B. SPOTSWOOD

J. HENDRICKS

W. W. ROMAN.

The PRESIDENT of the Board of Visitors.

ADDENDUM.

After the preceding report had been adopted, the attention of the board was directed to the importance of giving the cadets some in-

struction in hygiene. Officers in the army, while on duty on the frontiers, are frequently called upon to prescribe remedies for sickness or wounds, and the efficiency, if not the lives of the men under their command, may depend upon the correctness of their advice. It is therefore recommended that the medical officers attached to the academy be directed to deliver a series of lectures on physiology, and the general principles of health, to the first class during the last winter of their connexion with the academy.

WEST POINT, N. Y., *June 7, 1856.*

SIR: According to your request, I have the honor to state, that the appropriation called for last year for furnishing the cadet's hospital with oil-cloth is only sufficient to cover the lower wards, and I pointed out to the committee of police that the upper wards and passages require oil-cloth, to make them uniform, as well as to hide the unsightly old white pine floors. Two wards of the soldiers' hospital require oil-cloth.

Warm and cold water baths are absolutely necessary to the well-being and comfort of the inmates of an hospital. I therefore called the attention of the committee to the want of warm water in the cadets' hospital baths. There is no way by which water can be heated and conducted to the bathing-rooms.

I likewise suggested that a change be made in the water-closets, that they be placed outside of the building as they are at present situated, it is impossible to keep them sweet and clean. If this is not done, drains should be made running from them towards the river; there are none existing at present, consequently the contents of these closets remain on the ground, under the hospital, until they are absorbed.

I would therefore request that an appropriation be asked for to carry out these views, say of \$400.

Very respectfully, your obedient servant,

S. P. MOORE,
Surgeon.

Rev. J. B. SPOTSWOOD,
Chairman of Committee.

WEST POINT, *June 10, 1856.*

SIR: According to your "circular," I have the honor to state, that the appropriation called for the last year for furnishing the cadets' hospital with oil-cloth is only sufficient to cover the lower wards, and I pointed out to the committee of police that the upper wards and passages require oil-cloth, to make them uniform, as well as to hide the unsightly old white pine floors. Two wards of the soldiers' hospital require oil-cloth.

Warm and cold water baths are absolutely necessary to the well-being and comfort of the inmates of an hospital. I therefore called the attention of the committee to the want of warm water in the cadets' hospital baths. There is no way by which water can be heated and conducted to the bathing rooms.

I likewise suggested that a change be made in the water-closets, that they be placed outside the building; as they are at present situated, it is impossible to keep them sweet and clean. If this is not done, drains should be made running from them towards the river; there are none existing at present, consequently the contents of these closets remain on the ground, under the hospital, until they are absorbed.

I should therefore request that an appropriation be asked for to carry out these views, say \$400.

Very respectfully, your obedient servant,

S. P. MOORE,
Surgeon.

Lieutenant J. B. FRY,
Superintendent Military Academy.

REPORT OF COMMITTEE ON INSTRUCTION.

The committee on instruction have attended to the duties assigned to them, and beg leave to report as follows:

That the examination of the cadets, as a whole, seems to them to have been exact and thorough, and highly creditable both to them and to the academical department of the academy.

The examinations in the pure mathematics, and also in their application to civil engineering, to military tactics generally, to natural philosophy, chemistry, optics, and astronomy, were worthy of special praise for their exactness and excellence. The suggestion made by the committee last year, in regard to practical mineralogy and geology, has been attended to, and with happy results.

The examination in French, considering the time devoted to it, and the circumstances under which the study is prosecuted, was very satisfactory.

The superiority and excellence of the department of astronomy and philosophical instruments generally, call, of necessity, for such minute and accurate knowledge in their construction and use, and such watchfulness, care, and tact in the experimental observations, that the committee earnestly recommend that two of each graduating class be detailed to perfect themselves in the use of these instruments. Any one who thoughtfully considers the importance, nay, the necessity of observations and positions made scientifically exact to perfect the geographical and topographical knowledge of the newest portions of our country, may at once understand the expediency of this recommendation.

In this connexion the committee beg leave to recommend that the

law for appointing the first assistant in chemistry be so modified as to allow his being "taken from the officers of any corps of the army," instead of being, as the law now reads, "taken from the officers of the line or cadets."—(Military Laws, page 265, sec. 19.)

The reason of this proposed change is, that the department is now deprived of the chance of obtaining some of the best talent in the army, while officers of the engineers, ordnance, and topographical corps, to whom a thorough knowledge of these subjects is of equal, if not greater importance, have not the opportunity to serve as first assistants in the department of chemistry.

An examination of the condition of the library shows that it is very deficient in the standard works of English literature; and that the annual appropriation, after paying for repairs and periodicals, is altogether inadequate to supply its wants. The committee, therefore, recommend that the estimate made by the librarian last year be adopted, and that an annual appropriation of three thousand dollars be made; and that in the selection of books special reference shall be had to the wants of the library in the department of English literature.

They also recommend that the librarian be permitted to employ an assistant librarian, with the salary of a clerk, instead of an enlisted soldier. The additional expense would be very slight.

It is desirable that a systematic classification of the library should be made, and that its future increase should have respect to the perfection and completeness of that system. If the appropriation recommended should be granted, it would be important to *commence* the increase with a system carefully arranged in relation to future growth.

The committee are of opinion that the interests of instruction have suffered, and are likely to suffer more, from the operation of what is called "the four years rule," by which the first assistants in the departments of instruction are not permitted, in any case, to remain longer than that period, however competent they may be to the perfection of instruction. There may be benefits in this system to the general interests of the army, of which the committee are not apprized; but they need to be very great to counterbalance the evil that may arise from comparatively inadequate teachers, either as to number or character. They would, therefore, reiterate the recommendation of the committee of instruction last year, that the Board of Visitors ask a relaxation of the order in question in favor of the "first assistants" of instruction.

The examinations in the English branches of study, such as rhetoric, logic, international law, ethics, &c., were, for various reasons, less complete than in the more exact studies: First, because these studies are not susceptible of the same forms of exact demonstration; secondly, because being ranked as relatively inferior in estimating the general standing of the cadets, they do not excite as much emulation; thirdly, because they are not regarded as being of such practical importance in the life of a military man. These form reasons why these examinations are always comparatively inferior. Still the committee are of opinion that there was a want of familiarity with the fundamental principles of law and ethics which was unexpected, and a want of exactness in making the instructions in rhetoric, and in the recollection

of historical events, which was scarcely excusable. The committee are aware that it is a question of much practicable difficulty to direct these studies so as to accomplish their full purpose. More ought to be effected than appears to have been done, either by adopting new forms of teaching, or by more vigorous and watchful attention to those already in use.

The committee find that elocution and rhetorical composition have become almost stereotyped subjects of complaint by previous committees of instruction. Either the complaints are well or ill founded. If well, the evil should be rectified, or instruction in these studies abandoned as useless in such an institution; if ill founded, the complaints should cease.

In the opinion of this committee, the elocution is, in many instances, positively bad—the pronunciation is often incorrect, and the provincialisms of the different parts of the country are almost constantly heard, either in public or private. The very words of command are given, and the public orders read, oftentimes, without any apparent knowledge of the power and necessary modulation of the human voice in the open air, or the way in which energy, strength, and compass may be given to it.

In 1850 it was said by an eminent professor of rhetoric, in a report to the Board of Visitors, that “a proper master of elocution would, in six months time, so transform these young men that we should not know their voices.”

A practical drill in elocution is needed, which should be given by some teacher who has studied it and understands it. The matter of pronunciation and purity of English in common speech is more difficult of attainment. It will never be accomplished by the nice rules of a teacher. Every instructor must teach it by his own example, and by his corrections in the daily recitations and intercourse with those under his charge; and mutual watchfulness and correction among the cadets themselves should be constantly encouraged. If the evil cannot be otherwise corrected, a system of demerit marks should in some form be applied to it.

A fifth year has been added to the course of study, the general purpose of which is, as understood by the committee, to give opportunity for more complete instruction in those branches which serve to inform and develope the mind of the man as a *man*, and not mainly to increase his knowledge of military matters. This, the committee understand, has been only partially effected, and that more military exercises have been introduced.

The mental habits produced by an education exclusively or mainly mathematical, while remarkable for precision and accuracy of expression, and for simplicity and directness of reasoning, are not favorable either to originality or comprehensiveness of thinking. They respect material existence under the relations of numbers, magnitude, forms, and forces as applicable thereto, but they do not teach the constitutive and constructive ideas of domestic, social, political, civil, and religious life. They ignore the humanities of the race, and forget its growth in goodness and excellence; but an education is partial and incom-

plete which does not embrace these, and does not fit the man for his duties as a man as well as for those of a soldier.

In the opinion of the committee the "English studies," as they are called, should be so arranged (and it is not, in their view, difficult to do it) as to accomplish this, and thus give the course of study here a completeness which it does not at present possess.

To accomplish this it is necessary that some strong and highly cultivated mind should give earnest attention to the subject, and introduce a system or course of study which should have unity in its purpose and a proper adaptation of particular studies to accomplish that purpose. It must be mainly the work of some single mind that can bring the accumulated stores of various and high culture to his aid, and who will devote himself to the labor of commencing and carrying forward and perfecting the system in actual practice as he may be able.

For this end the committee are decidedly of opinion that a professor should be appointed, who should devote all his mind and all his time to the accomplishment of this purpose. He might be styled Professor of English Literature. His department should include elements of general grammar, logic, rhetoric, chronology, history, intellectual philosophy, principles of government, and of the fine arts. Under these general heads various important details could arrange themselves.

This suggestion makes no provision for teaching moral philosophy proper, and the evidences of natural and revealed religion. The committee would recommend that the duties of the present professor of ethics be confined to instruction in these subjects and to his labors as chaplain of the institution.

There are one or two studies which ought, in the opinion of the committee, to be introduced, and which the additional year now given renders possible, namely: physical geography and physiology both vegetable and animal. The present state of mental progress in this country seems to demand these imperiously in any system of education which aims at completeness in natural science. This might be easily accomplished if an ordinary common school education should be required for admission to the academy, namely: reading, writing, common arithmetic, and geography. Neither do the committee see any objection to admitting students, on due examination, to enter the fourth class, who may have pursued their studies elsewhere, if found well qualified. It would be attended with the obvious advantage of preventing many from coming who are found during the first year incompetent to pursue the course of study prescribed in the academy.

In conclusion, the committee beg leave to embody their recommendations in the following resolutions:

1st. That two cadets be detailed each year from the graduating class for the purpose of perfecting themselves in the use of philosophical and astronomical instruments.

2d. That the "first assistant in chemistry" be allowed to be taken from the officers of any corps of the army.

3d. That the annual appropriation to the library be \$3,000; and that the librarian be allowed an assistant with a salary, instead of an enlisted soldier.

4th. That there be allowed such relaxation, with regard to the "four years' rule," as to permit the "first assistants" in the departments of instruction to remain connected with the corps of instruction.

5th. That a competent teacher of practical elocution be employed for six months.

6th. That a professorship of English literature be established.

7th. That the requisitions in knowledge for admission to the academy shall be reading, writing, common arithmetic, and geography.

8th. That students who may be found qualified, on examination, may be permitted to enter the fourth class.

All which is respectfully submitted by your committee.

JOHN WHEELER,
LITTLETON KIRKPATRICK,
JOHN B. SPOTSWOOD.

WEST POINT, *June 16, 1856.*

Remarks by the Honorable Secretary of War.

The remarks of the committee on page —, in relation to the first assistants in the different departments of instruction are certainly founded on a misapprehension of the facts of the case. The order which is referred to as "the four years' rule," provided for exceptions in all cases where special reason justified the leaving of a detached officer for more than five years in a particular station, and there has been every year exceptions made at the Military Academy to the requirements of the order. If there should be a general rule permitting first assistants to remain permanently at the academy, it should be after legal authority had been conferred, to promote or appoint some one to perform the duties appropriate to the places they occupy on the rolls of the corps.

Special attention has been given to the report of the committee in relation to the course of English studies.

JEFFERSON DAVIS,
Secretary of War.

WAR DEPARTMENT, *July 24, 1856.*

REPORT OF COMMITTEE ON MORAL AND RELIGIOUS CULTURE.

The committee on "Moral and Religious Culture" beg leave to report, that divine service once on the Sabbath, and the study of some work on moral philosophy, constitute the whole of the instruction on this important subject provided for in the system of study adopted for the academy. A bible class, attendance on which was voluntary, was taught for a time by the chaplain, but for reasons satisfactory to himself has been suspended. The cadets, except those excused for conscientious reasons, at the written request of their parents or guardians, are required to be present during the service in the chapel; but the professors and officers may attend or not, at their pleasure. The com-

mittee have been informed, in answer to their inquiries, that a large majority of the staff prefer either to attend at some other place of worship, or at none at all, and that but few are in the habit of attending the service provided for the institution.

The Sabbath, with the exception of that portion devoted to public worship, is occupied with parades, or spent by the cadets in their rooms, in such manner as may be prescribed by the superintendent.

It is evident, from the fact that the government has appointed teachers of religion and morality for the academy, that it designed these important branches of education should receive the attention they demand. To accomplish this it is indispensable that the cadets should have an opportunity of becoming acquainted with the contents of the sacred Scriptures. That they be taught to observe in a proper way the holy Sabbath, and that the efforts of the teachers of religion and morality to make them acquainted with the duties they owe to God and man should be aided by the countenance and example of every member of the academic and military staff.

It is therefore recommended that the battalion inspection and dress parade on the Sabbath be dispensed with, and the time that has been occupied by them be devoted to the study and recitation of the sacred Scripture, under the direction of the chaplain, aided by such of the professors and officers as he may request, and who may be disposed to volunteer their services. It is also earnestly recommended that the 133d regulation for the academy, in reference to attendance on divine service on the Sabbath, be complied with by all connected with the institution.

All of which is respectfully submitted.

J. B. SPOTSWOOD,
W. W. ROMAN,
JOHN HENDRICKS.

WEST POINT, *June 14, 1856.*

To the PRESIDENT OF THE BOARD OF VISITORS.

UNITED STATES MILITARY ACADEMY,
West Point, N. Y., June 10, 1856.

SIR: For the sake of brevity and convenience I combine in one statement and report such information as it appears proper to give to the board respecting the condition and wants of the Military Academy, as well as the answers to the various calls upon me by the board or its committees.

The statement herewith will exhibit, under the proper heads, the amount of funds disbursed, under my direction, for the Military Academy during the fiscal year ending June 30, 1856, together with the balances of old appropriations remaining available.

A brief inspection will render it sufficiently intelligible, and any particular explanation from me unnecessary. Of extraordinary objects of expenditure, the cavalry exercise hall, for which some \$13,000 is represented as remaining on the statement of June 30, 1855, has

been entirely completed. So much of the stables for artillery and cavalry horses as the appropriation would enable me to undertake has been completed, and a balance of \$1,037 remains available, which, together with the appropriation of \$10,000 recently made by Congress, will be immediately applied to the completion of the building, which will then be adequate for all the horses at present belonging to the academy. An appropriation of \$2,500 has been available for the past year for an apparatus for warming by heated air the recitation rooms, &c., of the academic building, which has not yet been applied, as I have felt some doubt as to the propriety of circulating hot air through the building otherwise than by flues built in the walls, which cannot now be made. A new equatorial telescope has been mounted in the place of the old and worthless one, which, when fully adjusted, will prove, it is believed, a very superior instrument.

Most of the other items of this statement will explain themselves. That headed "Repairs and Improvements" is applied to maintaining in order the buildings, roads, &c., of the academy, and one or two cottage residences for officers' quarters are, each year, usually constructed therefrom. The items for the different departments of instruction are applied to procuring books, maps, models, apparatus, &c., for instruction in the several departments.

The statement by the treasurer exhibiting the amount paid by him each fiscal period of two months on account of the corps of cadets, (he being the recipient of their pay and disbursing agent for them,) will exhibit, with brief explanatory remarks, the principal heads of their expenditure. It will show, also, that the average expenditure for each cadet, each two months, exceeds by \$5 49 the amount of his pay—the balance being necessarily supplied by the parent or guardian. In the above expenditure, however, is charged whatever may be paid the cadet from his equipment fund; which is a reserve of \$2 per month made from his pay to accumulate into a fund to be paid him on graduating or leaving the academy.

A statement is also presented by the quartermaster, exhibiting the rank, pay, and emoluments of the officers, professors, instructors, cadets, and employés of the academy.

I would call your particular attention to the accompanying letter of the librarian. My own views of the absolute necessity of a larger appropriation than our usual one of \$1,000 per annum were strongly stated to the last Board of Visitors, and they have since been more than confirmed by subsequent experience in making purchases for the library during the past year. It will be seen that we have paid during the year for periodicals alone \$250, (and yet our collection is not large,) and for binding about \$300. It has never been the intention to swell the library beyond the scientific and military demands of the institution; but it should keep up with the times in all the scientific and military branches of knowledge, and should contain at least the standard literary and historical works, as well as the most valued productions of this nature of the day. This cannot be accomplished with \$1,000 per annum. A large production of scientific and military works are very costly. From want of means to purchase, we are obliged to omit, in our annual purchases, many most desirable and

necessary ; and for this cause it is at the present moment most desirable that the amount asked by the librarian should be granted.

I recommend to your attention the recommendations contained in the accompanying letter of the acting commandant. His reasons for desiring the alteration in the cadet barracks are so forcibly and clearly stated, and the evils he wishes to remedy so generally recognized, that I need add nothing thereto. Still, as the cost of the change will be very considerable, and I am not able at present to estimate for it with the requisite accuracy, I will only commend the subject to your favorable notice.

The fitting up of a portion of the old riding hall (basement of the academic building) as a gymnasium, with bowling alleys, is especially recommended ; the want of some means of winter amusement and exercise is so much felt. Its supply would be conducive to health and good morals, while the means here suggested are conducive to a vigorous development of the physical system.

The necessity of a permanent sink for the cadets' encampment is most obvious. This, with a culvert to lead to the river, will cost \$1,800.

The letter herewith, of the instructor of artillery, recommends the fitting up of a portion of the same basement, for a room in which to give practical instruction "in what relates to the inspection of cannon and projectiles—to the mechanical manœuvres of heavy artillery—to the nomenclature of artillery carriages, &c., during the winter months"—a proposition which I think most judicious.

In addition to the above uses for this basement, a room specially for the use of courts martial, is much needed ; and for all these objects an amount of \$1,500 will be required.

The necessity of the proposed new dragoon barracks is so clearly explained by the instructor of artillery as to need little comment from me. If the change in locality in the stables were not in itself a powerful and sufficient reason, the absolute unsuitableness of the buildings now occupied by this department to accommodate both them and the artillery detachment, would demand the new construction. It has had the approval of the last Board of Visitors and of the Secretary of War.

The recommendation of the instructor of artillery, that the assistant instructor in that department should be placed on the same footing in regard to pay as lieutenants of light batteries, for reasons stated, meets my cordial approval.

A letter herewith from the surgeon explains the wants of the two hospitals, and gives an estimate of means required, which I approve.

An item of \$20,000 was recommended by the last Board of Visitors, and included in the last annual estimate for the Military Academy, for a building for officers' quarters. It did not receive the sanction of the Secretary of War, and was stricken from the estimate.

Additional officers' quarters are, however, much needed, for reasons which are fully stated in my published communication to the last year's board. Instead, however, of the costly building then proposed, I ask for \$10,000, to be applied to the construction of four or five small cottages. Some of those recently constructed have been of too large dimensions

to be allotted as a single set of quarters. It is proposed to make these much smaller.

An item of \$15,000 for gas-works, for lighting the cadet barracks, the public buildings and grounds, was recommended by the last Board of Visitors, approved by the inspector of the academy and Secretary of War, but was stricken out of the academy bill, on its presentation to the House by the Committee of Ways and Means; and though subsequently restored by an amendment of the Senate, it failed to receive the concurrence of the House. As a measure conducive to the cleanliness and good order in the cadets' barracks, and of high utility to the academy and post generally, I urgently recommend it. It is thought necessary to increase the item to \$20,000.

The above are the only objects of expenditure for which it is thought necessary to ask your special consideration and recommendation.

I have consulted with the heads of the different departments of instruction, with regard to the wants of their several departments, but there is nothing to which I deem it necessary to invite your attention, (the communications of the instructor of artillery and commandant of cadets having been already noticed,) except the communication of the professor of chemistry, mineralogy and geology, who urges that the law of 1838, restricting the appointment of assistant professor in his branches to the line of the army be so modified as to admit the selection from all branches of the science, as is the case for all the other assistant professors, which I respectfully recommend, as there appears to be no reason for this restriction.

The committee on education have asked suggestions from me, with regard to the methods and courses of instruction. I would briefly state that the methods pursued here have been fully related in other published reports, and have had the test of long experience, and I do not feel myself prepared at present to make any suggestions. The courses of study and exercises for the various classes, together with the text-books in use, were fully considered by the academic board, when the additional fifth year was added to the term of studies, and previous to my connexion with the academy. It would therefore seem appropriate for me at present, particularly as that revised curriculum has not yet fully gone into effect, to suggest modifications. The board have had an opportunity of examining all the text-books in use, and of witnessing the results of studies in each, and will doubtless be best capable of forming its own judgment.

The system of moral and military discipline has been so fully described in other reports, (among which are the report of the board of June, 1855, and of the committee on discipline, of that board,) that I need scarcely dwell upon it. That it has existed unchanged so long—has been adopted in all its main features by the various military institutions of the country, and by the United States Naval Academy at Annapolis, is the best proof of its intrinsic excellence. A system, the result of so many years' experience, and now so incorporated into the very life of the academy, can only be modified with advantage, if at all, by long and patient investigation and study of its workings. I have therefore nothing to recommend but such patient observation and study, on the part of whoever may be intrusted with its execution,

and a strict enforcement of its provisions, without which, no system, however perfect, can fulfil its object. I would respectfully refer on this subject to my letter to the last Board of Visitors, and published with its annual report.

Before concluding, I would call your attention to the concluding paragraph of that letter, and quote the remark, "that while the army has been augmented, and the demand for officers has become greater, the extension of the course of studies to five years will diminish the number of graduates, before scarce sufficient to supply the demand; and an increase of the number of cadets, by allowing an additional one for each senator in Congress, as well as for each representative, is extremely desirable."

Respectfully submitted,

J. G. BARNARD,

Brevet Major U. S. Army, and Sup't Military Academy.

Col. F. H. SMITH,

President of the Board of Visitors.

UNITED STATES MILITARY ACADEMY,

West Point, June 6, 1856.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday, informing me that at 8 o'clock this evening the board would take up in committee of the whole "the question of throwing open the superintendency of the academy to the other corps of the army, besides the corps of engineers, and requesting me or any other member of the academic board to present our views on the subject."

While, as superintendent of the Military Academy, it will give me great pleasure to lay before the board the fullest information as to the present condition and past history of the academy, as an officer of that corps, of which, since its organization, the academy has been an integral part, and from which the Board of Visitors now contemplates discussing the propriety of separating it, I could not, with any propriety, make myself the exponent of the intentions of Congress in framing the law, of the interests of the academy and of the service, as now affected by it, nor of the merits of the corps of engineers, as exhibited in more than a half century's more or less faithful discharge of the exalted task imposed upon it. I might, indeed, with some degree of excusable pride, remind the board of the past history of the academy; of the prominent position which it has ever held in the country, in a scientific and military point of view; of the useful and distinguished careers of its numerous graduates; of the important influence which it has exerted, directly and through them, in giving an impulse to our institutions of education, in elevating the standard of military character in our armies; of the unwavering testimony of the various Boards of Visitors, and of the unanimous voice of the nation, in favor of its success and efficiency; and, lastly, of the proud testimonial to the graduates of the academy, in the handwriting of one

himself not a graduate, whose name is among the most brilliant in our military annals, the most honored and cherished in the hearts of our people. The words are those of a letter to the superintendent, presenting to the Military Academy, as trophies, sections of flag-staffs of the numerous fortifications captured by our army in Mexico. They are framed and exhibited in the library of the academy, but they may here be repeated :

* * * * *

“As, under Providence, it was mainly to the Military Academy that the United States became indebted for those brilliant achievements, and other memorable victories in the same war, I have a lively pleasure in tendering the seven trophies (semi-national) to the mother of so many accomplished soldiers and patriots.

* * * * *

“WINFIELD SCOTT.”

I should perhaps say no more, with such evidences crowding upon me on every side. Crowned by such a testimonial, I may well say that the corps of engineers needs no advocate to indicate the fidelity with which it has discharged its trust ; and if such a record of the past is any guarantee for equal fidelity in the future, that guarantee you have ; if the very drain upon it, by its brilliant services in the Mexican war, the calling of its officers, thus made prominent, into other branches of the service, and the greatly enlarged range of its duties, by the increase of our armies and the extension of our Territories, has given color to a pretext that it is now inadequate to all the duties imposed upon it, that should rather be an argument for restoring, by increase of numbers, its capability for discharging duties in the performance of which it has shown itself so efficient, than for robbing it of a trust it has so unimpeachably held.

I expressed, in commencing, the delicacy I felt in making myself an advocate of the corps ; but what I *may* do, what I feel bound to do, is, to vindicate the fidelity with which it has discharged its trust, and to deny, as I feel justified in doing, that it is now less capable, less likely to discharge that trust faithfully than hitherto.

So far as individual qualifications for the *superintendency* are concerned, if the board deem *that* the only point involved, I, every officer of the corps of engineers, concedes that there are in other branches of the service officers of the highest qualifications ; but however exalted may be the character and qualifications of the individual who holds the office of superintendent, they *alone* do not constitute and uphold the Military Academy ; and I beg the board not to permit themselves to be misled by so partial a view of the question.

The corps of engineers received the trust unsought ; it has not maintained it by raising invidious distinctions, nor does it seek to hold it longer than the power which confided it declares it expedient that it should be retained.

I have said all that I deem it proper for me to say. The officers of the academy will, one and all, doubtless communicate freely to the board their views and opinions and their knowledge on the subject.

With these opinions and facts before them, the board will be able to decide on its own action.

I am, very respectfully, your obedient servant,

J. G. BARNARD,

Brevet Major U. S. Army, and Superintendent M. A.

Colonel F. H. SMITH,

President of the Board of Visitors.

UNITED STATES MILITARY ACADEMY,
West Point, June 11, 1856.

SIR: I have the honor to acknowledge the receipt of a letter from the secretary of the Board of Visitors of June 6, asking, on behalf of the board, information on certain points which I will allude to and answer seriatim, viz:

1st. "In what manner are details of officers of the army for instruction in the academic departments made?"

Whenever a vacancy occurs in the required number of instructors in any department, or need is felt for an addition to the number, the professor or instructor at the head of the department submits to the superintendent a list of officers of the army from which he wishes the detail made, indicating always the order of his preference, and usually furnishing several names for each vacancy to be filled, in order to allow some latitude of selection with the adjutant general. The superintendent exercises his own discretion in applying for the officers named, but, without special reason to the contrary, he usually communicates the list to the chief engineer, (inspector of the Military Academy,) applying for the required detail, who forwards the application to the adjutant general, who submits it to the Secretary of War, and, with the approval of the latter, orders for duty such of the officers named as he may deem it practicable to separate from their regimental or special duties.

It should be remarked that, by direction of the Secretary of War, no officer of a mounted regiment can be detailed for duty at the academy, except such as may be required to furnish at the academy instructors in cavalry tactics, and that no graduate can be detailed in less than two years from his separation from the academy.

With these exceptions, officers are detailed indiscriminately from all the regiments or corps of the army, except the purely administrative, though the strictly scientific corps seldom furnish more than three or four officers each; rarely as many as that.

2d. "If made upon the recommendations and requisitions of the heads of academic departments, are the officers called for supplied?"

The question will be best answered (so far as my experience goes) by submitting the accompanying statement of applications made by me since the 1st July, 1855; with the results thereof; which statement will also illustrate my answer to the first query.

All that can be done here is to make known the wants of the academy and to mention the names of those officers deemed best capable

of supplying them. It is for the Secretary of War to decide how far the general interests of the service are compatible with the separation of these officers from their usual duties. In some cases the call has been promptly met; in some, not; and in some, several lists have failed to contain any name deemed available.

3d. "Have any officers of the army been detailed on academic duty, or proposed to be so detailed, whose academic rank in class studies would render them unfit for the proper discharge of the duties of instructors? If so, state the facts."

So far as my knowledge goes, no officer is now on duty, or has been on duty as an instructor at the Military Academy, who has not been applied for by the head of the department in which he is an instructor; if, therefore, officers "unfit for the proper discharge of the duties of instructors" have been detailed, it can have been only through the error in the choice of the professor. But I am not aware that in any case such a detail has ever been made. I submit herewith a list of instructors in all the departments, (except practical engineering, artillery, and cavalry and infantry tactics,) and showing their standing while cadets in the branches which they teach. It will be observed that the standings are usually more than fair.

It may be remarked in this connexion, that the distribution of the army at the present day renders it far more difficult to meet our details from it than it was in former years.

Ten years ago the entire four regiments of artillery were stationed on or near the Atlantic or Gulf coast, (the latter extending only to Louisiana,) and the infantry regiments on our northern and western frontier, then extending along the lakes, and not far beyond the Mississippi, now a few detachments only of the artillery regiments remain on the seaboard, while the mass of the army is scattered through Texas, New Mexico, Kansas, Nebraska, Minnesota, California and Oregon. The cause of difficulty and delay in supplying, sometimes refusing to supply our calls, is sufficiently obvious; and also from the fact that the *first choice* of the professor, the person he deems most *specially* adapted for the instruction, can seldom be granted. As one palliative to this evil, I would suggest that the scientific corps be requested to furnish a greater number of officers, and especially the corps of engineers, of which the Military Academy constitutes a part, whose officers were intended, in the first instance, to furnish most of the instructors of the academy.

4th. "Is the fullest efficiency in the departments of instruction secured in the scientific departments of the academy by the details that are made at this time? If not, what departments are most materially deficient at this time?"

The departments of philosophy and drawing have suffered during the past term for lack of requisite assistance.

The assistant professor of philosophy, Lieutenant Reynolds, having been relieved last July, he was succeeded by the acting assistant professor, Lieutenant Stockton. The original requisition for two more instructors was promptly met by the adjutant general by the detail of Lieutenants Schofield and Blunt; but it happened, unfortunately, that Lieutenant Blunt was, with the consent of the professor, assigned

to duty in another department; and Lieutenant Schofield, who was relied upon, did not arrive till February, and his health after his arrival unfitted him for duty, and he finally left in March on sick leave. Thus the department has had really but a single assistant during almost the entire term. Various efforts have been made to supply the deficiency, but without success, until Lieutenant Rose, arriving here in April, though applied for in the mathematical department, was temporarily assigned for duty in that of philosophy.

Lieutenant Smith, assistant professor of drawing, having been relieved last September, Lieutenant Neill, the acting assistant professor, was appointed in his place.

No officer has been ordered here to fill the vacancy created, though several lists have been forwarded; and the professor has felt severely the want of an additional instructor, not only for instruction, but for maintaining discipline in the drawing academy.

To insure efficiency in their expected functions, officers should be ordered here in anticipation of vacancies. In some departments, an officer can scarcely be expected to be an efficient instructor for several months after his arrival; and this is particularly the case in the department of philosophy, where all the text-books are new, and some of them very difficult.

The foregoing supplies, I believe, all the information asked.

I am, very respectfully, your obedient servant,

J. G. BARNARD,

Brevet Major U. S. Army, and Superintendent M. A.

Colonel F. H. SMITH,

President of the Board of Visitors.

HEADQUARTERS CORPS OF CADETS,
West Point, New York, June 7, 1856.

SIR: I have the honor to submit the following recommendations in reply to your circular of the 5th instant:

1st. I would recommend a slight change in the present construction of the cadet barracks, to wit: that instead of having one piazza on the south side of the barracks, there be four; one for each story, and that these piazzas be connected by stairways, after the manner of the old south barracks; that the present stairs be removed, and that a wall be built dividing each of the halls thus left, by removing the stairs into two halls; to close up the present doors of the cadet rooms on the south side of the barracks, and to cut down the present windows of those rooms into doors leading out on to the piazza. This change would, I think, add greatly to the architectural effect of the south side, and at the same time give to the officer of the day and to the officer in charge a controlling influence over the entire battalion of cadets, for not a cadet could leave his room and enter the room of a brother cadet without exposing himself to the full view of both of these officers; he could not enter any room, without first coming out on the piazza to do so. With this change in the construction of the

barracks, a sentinel could see everything on his post; there could be no visiting without his knowledge; he could then be justly held responsible for violations of the regulations while on post, and he could faithfully, if disposed, obey his orders; it is not possible for him to so under the present arrangement of the building, he being responsible for four floors, and yet walking only on one, the lower one. This modification in the structure of the barracks would, in my opinion, greatly promote discipline, the cadets during the day would be under the eyes of the officers on duty, and at night under complete control of the guard.

2d. I would recommend that a permanent sink, to be of brick or stone, with drains leading to the river, be built under the hill, near the cadet encampment. The privy of the barracks is between 300 and 400 yards from camp, too far to be used. For several years a slightly constructed board privy, without drains, has been used; this in summer soon becomes offensive to those in camp, and, from its position, renders almost useless two of the most attractive walks about the post.

3d. I would recommend that the lower floor of the academic building, used until recently as a riding hall, be converted into a bowling alley. It has sufficient width for seven or eight alleys, and would thus, at the same time, offer a pleasant recreation and a healthful exercise.

I am, sir, very respectfully, your obedient servant,

C. M. WILCOX,

First Lieut. 7th Infantry, Acting Commandant of Cadets.

Major BARNARD,

Superintendent of Academy.

WEST POINT, N. Y., *June 7, 1856.*

SIR: In compliance with the superintendent's circular of the 5th instant, I have the honor to present the following suggestions for the benefit of the departments of artillery and cavalry:

1st. An artillery hall, in which practical instruction in what relates to the inspection of cannon and projectiles, to the mechanical manœuvres of heavy artillery, to the nomenclature of artillery carriages, &c., &c., may be given to the cadets of the first class during the *winter* months, would much improve the efficiency of the department of artillery. It would be a means of enabling the department to make the best use of the increased time given to it, by the adoption of the five years' course of studies at the academy. A portion of the basement of the academic building, now unoccupied, could be fitted up to answer the purpose, at an expense of not more than \$400.

2d. The new artillery and cavalry stables will be completed and occupied the ensuing fall; and as it is proper the dragoon detachment having charge of the horses should be quartered near them, it is desirable that quarters for their accommodation, arranged according to the approved plan, should be erected in the vicinity of the stables.

The quarters at present occupied by the detachment are over a

quarter of a mile from the stables ; so that, besides other inconveniences attaching to the present arrangement, much time is lost in passing between the two. Moreover, these quarters are insufficient in capacity, uncomfortable, and, from their crowded state, must be unhealthy. The detachment consists of sixty men ; the quarters of two rooms, each seventeen and eighteen feet, and two small garrets.

Twelve thousand dollars are required for the erection of quarters.

3d. The gradual extension of the museum of arms, to include models of the latest approved small arms of our own and other countries, would add to the efficiency of the department of artillery, in increasing the means of imparting instruction to the cadets, and would otherwise be useful to the country.

The annual appropriation of one hundred and fifty or two hundred dollars would be sufficient for this purpose.

4th. The duties of the assistant instructor of artillery, with the cadets at the different batteries and in the section rooms, and with the men and horses, being quite as important as the duties of lieutenants attached to light batteries, and requiring more care and attention, it would seem but an act of justice that he should be placed on the same footing in regard to pay as lieutenants so attached.

This proposition has, on two or more occasions, been approved and recommended by the inspector of the academy, the engineer-in-chief.

I am, sir, very respectfully, your obedient servant,

H. F. CLARKE,

First Lieutenant 2d Artillery and Bvt. Capt. U. S. A.,

Instructor of Artillery and Cavalry.

First Lieut. JAMES B. FRY,

First Regiment Artillery, Adjutant Military Academy.

RIVERS AND HARBORS, ETC.

In several works of river and harbor improvement heretofore in charge of this department nothing has been done during the past year on account of the exhaustion of the appropriations. In several others balances have been expended in prosecution or completion of approved projects, while in some others works are still advancing advantageously. In a few, impediments to a promising commencement and successful execution could be removed only after the loss of much time.

The improvements of the Patapsco river, Albemarle sound, Cape Fear river, and Savannah river have been advanced, while material results in the Appomattox river and in Charleston harbor have been unavoidably delayed.

A contract has been made for opening the mouths of the Mississippi, under which labors were to commence on the 13th of November.

Breakwater at Owl's Head harbor, Maine; in charge of Major Fraser until December 31, 1855, Mr. J. J. Lee, civil agent, until March 31, 1856, when Captain J. D. Kurtz assumed charge.—The season's work embraces the construction of the breakwater to the full extent of the appropriation. The work is substantially executed, and affords considerable protection to the extensive commerce passing along the coast and habitually resorting to this anchorage in unfavorable weather. The length of the work built is two hundred and eighty-four feet. There remains a distance of one hundred and eighty feet from the present end of the work to Eagle ledge, which it is desirable should be constructed to obtain proper security for vessels seeking the anchorage.

Balance in treasury October 1, 1856	-	-	-	\$7,000 00
Probable amount to be expended by 30th June, 1857	-	-	-	7,000 00

Improving the Kennebeck river from the United States arsenal, in Augusta, Maine, to Lovejoy's narrows; in charge of Major W. D. Fraser until December 31, 1855, Mr. J. J. Lee, civil agent, until March 31, 1856, when Captain J. D. Kurtz assumed charge.—Work on this improvement can be prosecuted to the best advantage in the summer season, when the waters are low. It was accordingly resumed in July last, and continued until the end of the season. The operations consist for the most part in lifting and removing stones, some of them of a very large size, which lie in the channel obstructing the navigation very seriously. They were at one time buried up in the gravel and other drift which imbedded them; but this having been stirred up and washed away, the stones were left bare, and their removal became indispensable.

Balance in treasury October 1, 1856	-	-	-	\$1,231 12
Probable amount to be expended by June 30, 1857	-	-	-	1,231 12

Removing the rocks obstructing the navigation near Falls island, Cobscook bay, Maine; in charge of Major W. D. Fraser until December

31, 1855, *Mr. J. J. Lee, civil agent, until March 31, 1856, when Captain J. D. Kurtz assumed charge.*—The small balance of the last appropriation available for the year was not sufficient to authorize commencing operations again. There are several rocks obstructing the navigation at this point whose removal is necessary to make the navigation good. To effect this an additional appropriation is necessary.

Protection of the Great Brewster island, in the harbor of Boston, Massachusetts; in charge of Colonel S. Thayer.—Operations have remained suspended for want of funds since September, 1854. The work in its present unfinished condition falls short of accomplishing the important object in view, and is even exposed to be severely injured by gales of wind.

Protection of Lovell's island and sea-wall on Deer island, Boston harbor, Massachusetts; in charge of Colonel S. Thayer.—The walls built for their protection are nearly in the same condition as last reported. They should be repaired.

Removing Middle rock, New Haven harbor, Connecticut; in charge of Captain G. Dutten until September 30, 1856, since then in charge of Major J. G. Barnard.—As reported last year, nothing has been done at this work since its abandonment by the contractor.

Continuing the improvement of the Hudson river above and below Albany, and not above Troy; in charge of Captain G. Dutten until September 30, 1856, since then in charge of Major J. G. Barnard.—The operations for the improvement of this river were continued from the date of the last report until December last, when they were suspended from the lateness of the season and near exhaustion of the appropriation, and have not since been resumed. They were confined to dredging of shoals and repairs of dykes between Van Wie's point and Albany, and 33,116 cubic yards of earth were removed from the bar at Van Wie's dam, and 22,500 from Cuyler's bar, near Albany; making a total of 55,616 cubic yards removed, whilst 1,947 tons of rough stone have been deposited towards closing a breach in the dyke near Van Wie's dam and riveting its extremity. The bars at and below this point, which have been operated on, were at the close of operations in good navigable condition, giving eight and a half feet at ordinary low water. Over Cuyler's bar there had been obtained about seven and a half feet at that stage.

Repairing the public works at Little Egg Harbor, New Jersey; in charge of Major John Sanders until October 31, 1856, since then in charge of Captain Dutten.—The great changes in progress on this part of the coast from natural causes require, in the opinion of engineer officers who have examined the locality, that further investigations be made before deciding on any process of improvement. That examination it has not been possible for this department to have made as yet.

Improvement of the Patapsco river from Fort McHenry to mouth of said river; in charge of Major Henry Brewerton.—The United States steam-dredge constructed for the waters of the Chesapeake, &c., bay was employed during the last season up to the close of the year in deepening the new channel of the Patapsco river, from its mouth to the shoal on which Fort Carroll is located. After undergoing extensive repairs this spring, this dredge resumed operations on the river on the 6th of May. During the year ending on the 30th September, 58,134 cubic yards of matter was excavated and removed from the line of the new channel and from the shoals in its immediate vicinity, being an excess of 12,354 cubic yards over the quantity removed the previous year. Soundings taken along the line of the new channel during the latter part of the summer showed a very favorable result as to the condition of the river.

Contracts have been entered into recently for the construction of two steam-dredging machines, and one steam-tug propeller for the service of the improvement of this river, which vessels are to be completed by the first of April next, ready for operation as early as the season will permit.

Balance in treasury on September 30, 1856.....	\$100,000 00
Probable amount to be expended by June 30, 1857.....	68,000 00

Removing obstructions at the mouth of the Susquehannah river, near Havre de Grace, Maryland; in charge of Major Henry Brewerton.—For the reasons stated in my last annual report, no progress has been made in removing the obstructions in this river.

Improvement of James and Appomattox rivers, below the cities of Richmond and Petersburg; in charge of Colonel J. L. Smith.—James river.—Since November last, the work has been carried on with the means furnished to a limited extent by the city of Richmond.

Appomattox river.—The dredge and appurtenances engaged by the city of Petersburg will be employed as soon as ready in excavating the channel.

Survey of the Rappahannock river; in charge of Col. J. L. Smith.—Nothing has been done under my direction since last year.

Re-opening a communication between Albemarle Sound, North Carolina, and the Atlantic ocean; in charge of Captain D. P. Woodbury till 13th March, 1856, since then in charge of Lieutenant W. H. C. Whiting.—A channel has been excavated from the deep water of the sound to the beach, 3,400 feet long and six feet deep. This channel is sixty feet wide for 1,400 feet to the turning basin, which is 100 feet square; from that point to the beach the channel is thirty feet wide. 20,333 cubic yards of sand have been excavated and carried off. The cut has been advanced into the main land of the “banks,” and will be carried on as far as practicable. Two dredges are required for effective work.

Balance in treasury October 1, 1856.....	\$14,700
Probable amount to be expended by 30th June, 1857.....	14,700

Improving Cape Fear river, North Carolina, at or near its communication with the ocean; in charge of Captain D. P. Woodbury till 13th March, 1856, since then in charge of Lieut. W. H. C. Whiting.—During the year 3,750 tons of stone have been laid down for the purpose of widening the beach and the gradual filling of Zeke's Island inlet. This inlet, which, at the date of the last report, was 1,200 feet wide, is now less than sixty feet, and its depth, which at low water ranged from sixteen to eight feet, averages but five feet. In this work, besides the stone jetties, 1,040 running feet of 3-inch sheet piling have been driven and secured; the bridge, destroyed in the gale of November 9, 1855, has been strongly rebuilt; 8,000 feet of logs and 30,000 gunny-bags, forming an embankment of 50,000 cubic feet of sand, have been laid down. A pier-head, forty-seven feet wide and eighty feet long, has been added to the wharf, and 515 feet of railway added to the road for the transportation of stone.

At Baldhead twenty feet length has been added to the wharf, and 600 tons of stone put down for the main jetty. This place is in excellent condition, and requires no further work at present.

Zeke's Island inlet will be closed during the month of October, if no severe gales occur to undo what has been done. There remains in this important improvement the closing of New Inlet, an operation of magnitude.

Balance in treasury October 1, 1856.....	\$25,000
Probable amount to be expended by 30th June, 1857.....	25,000

Improvement of the harbor of Charleston, South Carolina.—(This work is under the superintendency of Captain G. W. Cullum, corps of engineers.)—In my last annual report the result of the trial of Osgood's dredging machine in removing the bar in Sullivan's Island, or Maffit's channel, was stated, and that the engineer in charge was unable to make any further contract to do the work at a reasonable rate by the cubic yard or days' labor. Thus, deprived of the means of further dredging, and not having sufficient funds to procure another machine, it was decided to try raking, though without any sanguine hope of success commensurate with the expenses involved. Before, however, this latter was attempted, a new dredging apparatus was devised which promised satisfactory results, and its proprietors offered to contract to excavate with it, they taking the whole risk of its success and security. A contract was accordingly drawn up; but these proprietors, having changed their minds, declined "contracting with the government of the United States for dredging out the Maffit channel." After considerable delay, however, a contract has been entered into with the commissioners of the fund appropriated by the State of South Carolina for the improvement of Charleston harbor, agreeably to which a powerful dredging machine, now nearly completed, will commence excavating on the Maffit channel bar on or before December 1, 1856, and, should the dredger operate according to expectations, the channel will be opened by December 1, 1857, partly by funds already appropriated by the United States, and partly by the State of South Carolina.

The small amount of dredging executed last year has been produc-

tive of good by allowing a larger volume of water to flow through the channel, thereby deepening it. Already there has been a considerable increase of shipping passing through it. Should the operations, now about being commenced, be crowned with success, in another year it is hoped that this great improvement, so important to Charleston and many of the southern States, will be completed.

Balance in hands of officer October 1, 1856..... \$37,460 94
 Probable amount to be expended by June 30, 1857..... 37,460 94

Removal of obstructions from the Savannah river, below the city of Savannah, in the State of Georgia, placed there during the revolutionary war for the common defence.—(This work is under the superintendency of Captain J. F. Gilmer, corps of engineers.)—The operations of the year have been confined to the “wrecks” and the shoals formed over and around them. One dredging machine has been employed throughout the greater part of the year in removing mud, sand, and broken timbers; and this work has been now so far advanced as to give a channel-way over these obstructions about two hundred and fifty feet wide, and eleven feet deep at mean low water, or seventeen at high tide. In the course of the year a new dredge-boat has been built, and since the middle of August last it has been worked upon the shoals in the river, giving very satisfactory results. For towing off the loaded flats, a small steamboat has been purchased, which, with the addition of two flats built in course of the year, supplies all the requisites for a further prosecution of the work.

To give permanence to the channel-way which has been opened through the obstructions below the city, it is proposed, during the coming year, to turn a part of the water from the back river to the front river, by means of a deflecting work placed just above King’s Island, and to give greater width to the channel along the southern edge of Garden bank and at other points of the front river, as originally proposed by the commissioners in their reports of February, 1853. In accordance with the same plan, the dredging machines will be worked at the wrecks until the channel is increased in width to three hundred feet. If necessary, the deflecting work at the lower end of Fig island will be also built, to turn a part of the flood from the back to the front river.

Balance in treasury October 1, 1856..... \$104,798 89
 Probable amount to be expended by 30th June, 1857..... 104,798 89

Improvement of the river St. John’s, Florida.—(This work is also in charge of Captain J. F. Gilmer, corps of engineers.)—The chart of the recent survey of the St. John’s is now completed. After careful study of the subject, the officer in charge concludes that, in the event of the deepening of the water on the sea bar by dredging or dragging, the advantage resulting would be too temporary to warrant the unavoidably great expense. He is of opinion that a long line of break-water placed on the northern side of the channel, by causing a change in the direction and action of the sea currents into the harbor, might probably cause the currents of the river to give permanence to a deeper channel. Such construction, however, would, he estimates,

require the expenditure of not less than half a million of dollars. For this reason, and because the depth of the river channel is greater up to Jacksonville than it is over the bar, the department concurs in his recommendation that, unless Congress at its next session should show a disposition to make large grants for this improvement, the existing balance of the last small appropriation, \$4,568 44, be expended in marking out accurately, by stakes, beacons and buoys, the positions of the flats, shoals, and bars in the upper and wider portions of the river, as much aid to the navigation can be given in this way.

Repairs of the United States sea-wall at St. Augustine, Florida.—This work is also in charge of Captain J. F. Gilmer, corps of engineers. No expenditures have been required for the repairs or preservation of this work since the date of last annual report.

Improvement of the harbor of Mobile, Alabama, and the Choctaw Pass at Dog river bar.—This work is in charge of Captain D. Leadbetter, corps of engineers. No funds being available for the prosecution of this work, the machinery belonging to it has been laid up during the year.

In July last no balance remained available for the preservation of the machinery and vessels, which were rapidly deteriorating and in danger of total loss. Orders have been given to sell them at auction, the proceeds to be applied in payment of necessary expenses already incurred.

The superintendent urges the importance of continuing this improvement.

Removing obstructions to navigation in the mouth of the Mississippi river, at the Southwest Pass and Pass à l'Outre.—The superintendence of this work has been placed in the hands of Brevet Major P. G. T. Beauregard, corps of engineers.

As the law making the appropriation for this improvement required the work to be executed by contract, proposals were invited, by advertisement in the newspapers of the principal cities, for opening and keeping open the passes above named, and contracts entered into with the parties making the lowest bid, who stipulate to open a channel at each pass 300 feet wide and 20 feet deep to the deep waters of the Gulf, and to keep open the same four and a half years thereafter, for the gross sum of \$322,000; the channel at the Southwest Pass to be completed by the 13th September, 1857, and the Pass à l'Outre by the 13th February, 1858. The contractors are about entering upon the work.

Balance in treasury October 1, 1856.....	\$328,000 00
Probable amount to be expended by 30th June, 1857....	328,000 00

Annual report of operations on the Washington Aqueduct, during the year ending September 30, 1856.

At the date of the last annual report there remained available for the aqueduct.....	\$147,790 53
The expenditures had been.....	202,209 47

The importance of granting an early appropriation for the further prosecution of the work was set forth in my annual report, and in the report of the Secretary of War. And in order to enable the work to be pursued without interruption, an appropriation was asked for in the deficiency bill, which passed in the month of May, 1856.

This appropriation, however, was not granted by Congress, and the funds having been exhausted, the work was interrupted in July. It has remained suspended since that time, as the appropriation made at the last session was confined by its terms to paying existing liabilities and preservation of work already done from injury.

It may be well to recapitulate here the history of this work, about which there has been much misapprehension in Congress, and yet of which the documents contain the fullest possible information.

In document No. 82, 34th Congress, first session, will be found very full information in regard to the estimates and expenditures, and I repeat here a portion of that report.

The 32d Congress, at its first session, appropriated five thousand dollars to enable the President of the United States to cause to be made the necessary surveys, projects, and estimates for determining the best means of affording to the cities of Washington and Georgetown an unfailing and abundant supply of good and wholesome water.

Under this order of Congress, the surveys were made in the winter of 1852-53. And the report of the engineer, dated 12th February, 1853, was, on the 22d February, ordered to be printed by the Senate. It will be found in Senate Executive Documents, No. 48, 32d Congress, second session. In this report, the former survey of Rock creek, by Col. G. W. Hughes, is noticed; and a second survey of the same stream, with a project for introducing the whole of the available supply to be derived from it is detailed.

As this showed that Rock creek did not afford a sufficient supply for all purposes, though the readiest, and perhaps the least costly, and also in order to comply with the law, which required the best means of affording the supply to be sought, the surveys were extended to include the Little Falls, and afterwards the Great Falls of the Potomac.

Projects were as carefully studied as the limited time at the disposal of the engineers would allow, and careful estimates, with elaborate details of the necessary constructions were prepared, showing the best mode of procuring a supply of water from each of the only three available sources.

These were:

First. The stream called Rock creek, which could be introduced by a dam and conduit by its natural flow.

Second. The Potomac at the Little Falls, six miles above George-

town, which would require a dam and canal, or race, with pumping machinery to raise the water to reservoirs at a sufficient height to supply the city.

Third. The Great Falls of the Potomac, fourteen miles above Washington, whence the level of the river is such as to allow of the water being taken by a dam and conduit, by its natural flow, to reservoirs near Georgetown, whence, with a head of 145 feet above tide, it can be conveyed by iron pipes to all the public buildings.

For full descriptions and comparisons of these three plans, reference is made to the report above cited. (Senate Ex. Doc. No. 48, 32d Congress, second session.) This report was printed by order of the Senate, and it was also printed in the daily papers, and copies of it laid upon the desk of every member of Congress.

Other plans had been proposed for the consideration of Congress by various individuals, and were urged with zeal upon the attention of members; but Congress, after a full discussion, and with the report of the engineer before them, agreed to a provision in the general appropriation bill, approved 3d March, 1853, appropriating—

“For bringing water into Washington, upon such plan as the President of the United States may approve, one hundred thousand dollars: *Provided*, That if the water shall be taken from any place within the limits of Maryland, the consent of that State shall first be obtained.” This provision was adopted after a full discussion in the Senate, and being agreed to in the House, became a law.

The President of the United States, acting under the requirements of this law, adopted the project described in the report and estimate of Captain Meigs, as the aqueduct from the Great Falls of the Potomac river, with a conduit of nine feet diameter, as recommended in page 34 of that report.

Application was made by the United States to the State of Maryland for the consent of that State, as required by the law; and Maryland passed an act granting its consent, ceding jurisdiction over the lands to be acquired for the aqueduct, and authorizing the appraisement and condemnation of lands in case the owners would not agree to sell them upon reasonable terms. Much land has been taken under this law.

At the next session Congress granted no appropriation; but on the 4th March, 1855, an appropriation of two hundred and fifty thousand dollars was made in the general appropriation bill. With these appropriations, amounting to three hundred and fifty thousand dollars, much progress has been made in the work. The operations are set forth in detail in the annual reports of the engineer department, have been communicated to Congress with the annual reports of the Secretary of War, and are printed in the documents.

Lands have been purchased, or taken upon appraisement and condemnation, from the Great Falls to the line which separates Maryland from the District of Columbia. The line has been cleared, grubbed, and in many places considerable progress has been made with the graduation, tunnels, and conduit.

Most of the culverts upon that portion of the work lying within the State of Maryland have been begun; many of them are finished.

The present condition of the various works may be summed up as follows :

Dam at the Great Falls.—Nothing done in building it, but quarries have been purchased, and some materials have been delivered.

Excavation for river entrance to conduit at Great Falls, with gate-house pit, and deep cut thence to tunnel No. 1, about one-half done.

Passage of aqueduct under canal completed and canal restored.

Tunnels.—In addition to heavy cuts at one or both ends.

No. 1, 1,438 feet in length, is pierced 545 feet.

No. 2, 386½ feet in length, is pierced 253 feet.

A, will probably be made a rock cut.

B and C, together 766 feet in length, pierced 192 feet.

D and E will probably be made rock cuts.

No. 3, 531 feet in length, pierced 224 feet.

F and G 1,160 feet in length, not commenced.

No. 4. 626 feet in length, pierced 160 feet, and arched with brick.

Culverts.—No. 1 is complete and covered; embankment finished to grade.

No. 2. Pit excavated; most of the material delivered on the ground.

No. 3. Pit excavated; masonry commenced; part of the material is on the ground.

No. 4. Pit excavated; most of the material is on the ground.

No. 5. Pit excavated; most of the material is on the ground.

No. 6. In the same condition as No. 5.

No. 7. Culvert completed; embankment raised to grade, but left unfinished for want of means.

No. 8. Same state; culvert finished; embankment nearly finished, but stopped for want of money.

Nos. 9 and 10. Pits excavated, in part, as far as it was safe to proceed in view of the suspension of work.

No. 11. Culvert built, except the completion of the well and end wall.

Masonry puddled over, and covered up to natural surface of adjacent ground, and for about 6 feet above the culvert arch.

No. 12. This is the largest culvert on the work; an arch of 30 feet span, which contains over 300,000 bricks.

The excavations for its foundations were deep and expensive, but it has been founded upon the solid rock.

The foundations, arch, and cross walls are completed. The end walls are not quite finished.

The embankment has been commenced, but is left unfinished for want of means.

No. 13. Culvert finished, except end walls and repairs of the concrete foundation. Puddled, and embankment up to grade.

A ravine between culverts Nos. 12 and 13, where no culvert will be built, has also been embanked up to grade, and is ready to receive the conduit. In the same way ravines between culverts Nos. 2 and 3, and between Nos. 19 and 22, have been prepared for laying the conduit over them.

In the original estimate, provision was made for culverts in all these

ravines; but further study and improvement of location has enabled us to dispense with them.

No. 14. Which was somewhat damaged from being left in an unfinished state during the very severe winter, has been repaired, and has been puddled and embanked to a sufficient height to secure it against further injury from frost. It is left now in an unfinished state; the head and tail walls not being completed, and the embankment being unfinished.

No. 15. Arch complete; head and tail walls unfinished; culvert puddled and covered with earth, but embankment far from being completed.

No. 16. Arch finished; head and tail walls unfinished; culvert covered with earth, but embankment unfinished.

No. 17. Pit partly excavated.

No. 18. Untouched; land not yet acquired.

No. 19. Arch complete; head and tail walls unfinished; culvert covered with earth, but embankment far from being completed.

Nos. 20 and 21. Dispensed with; embankment substituted, and up to grade.

No. 22. Culvert finished, and covered with earth; embankment not yet up to grade.

Nos. 23, 24, 25 and 26. Dispensed with, and side fillings substituted; not commenced.

No. 27. Culvert finished; covering not commenced.

No. 28. Culvert finished; embankment about 15 feet high at lower end; upper end not yet puddled over.

As these two culverts would be liable to injury from the frost of the winter if left in this condition, it is proposed to cover them with earth before the cold weather sets in.

Overfalls.—These are all left in an unfinished state, and are liable to injury; such work as is absolutely necessary to preserve them from injury, will be done with the appropriation of last session.

Bridges.—None of them have been commenced.

Grubbing, mucking, and clearing.—The line has been generally cleared, grubbed, and mucked, where the title to the land has been acquired.

Excavations on the line, except above tunnel No. 1, below tunnel No. 2, and above tunnel No. 4, have been only such as were necessary to furnish material to cover culverts.

Below tunnel No. 2, and above and near No. 4, we have laid 2,028 feet of conduit, containing 1,105,000 bricks.

I cannot refrain from expressing my regret that we cannot go on and complete the culverts and embankments over them.

The earlier the embankments are finished, the longer time can be allowed for their settling, and the more secure will be the brick conduit built upon them from cracks and leaks caused by settlement.

The conduit, as far as built, appears to be perfectly water-tight. The rain water which collects in the cuts, stands in the conduit, and affords the means of testing its security. The little water which leaks through the rock into the tunnels, as No. 1, No. 2, and No. 4, flows

out at the entrances in constant streams, showing that the tunnels will require, generally, but moderate expenditure to make them right.

Dimensions of the conduit, capacity, &c.—The conduit is a circular cylinder of brick, 9 feet in diameter in the clear.

It is composed, generally, of three four-inch rings of brick, set in mortar of hydraulic cement and sand.

Its descent is $9\frac{1}{2}$ inches per mile, which is a greater inclination than that of the Cochituate aqueduct, supplying Boston with water, and less than that of the Croton, which supplies New York.

In construction, it more nearly follows the Cochituate, which was built in 1846 to 1848, than the Croton, which was finished in 1842.

As Mr. Jarvis, the constructing engineer of the Croton, was six years afterwards the consulting engineer of the Cochituate, it is fair to infer that experience and better knowledge led him to adopt this simpler construction, in preference to the more costly one employed in the Croton—the first aqueduct built in this country.

The process of construction of the conduit is as follows: the earth or rock is first excavated, with such side slopes as will stand and allow room for the work; the bottom of the trench thus excavated being, as in building sewers in cities, carefully trimmed to the semi-circular form of the reversed arch of the lower half of the conduit. The lower half of the conduit is then built, the bricks being well bedded in hydraulic cement against the earth or rock foundation thus prepared.

The lower half or reversed arch of the conduit being complete, centres are placed, and the upper arch is turned upon them. Before the removal of the centres, the earth or rock filling is replaced, being carefully packed with heavy rammers, so as to be perfectly consolidated and brought to bear with an equal pressure against the sides and top of the arch. This earth covering is raised to a height of 3.5 feet above the intrados of the arch; and its weight being double that of water, will always be sufficient to prevent the giving way of the arch upwards under the pressure of the water, which will never equal in height the height of the embankment.

Reservoirs.—The receiving reservoir (see page 27 of Doc. 48) is situated upon the Little Falls branch. It is formed by damming up that stream.

The area of the surface of the reservoir is 50.65 acres. The level of the comb of the dam is 145 feet above tide, and the contents of the reservoir above the level of 140 feet will be 82,521,500 gallons.

This reservoir being deep, with steep shores, serves not only as a reservoir for storage of water to be used during any interruption in the flow of water through the conduit, in consequence of accidents or for the purpose of shutting out the waters of the river when swollen and muddy from floods, but it serves, also, for several other important purposes.

It equalizes the flow from the conduit during the night, when little water will be used; the conduit will supply all that has been drawn off during the day. The water enters this reservoir by a tunnel, at

the distance of half a mile from the point at which it leaves it, and during its passage through this deep pool, time is afforded for it to deposit most of its impurities.

It also materially shortens the conduit, it saves the expense of an arched aqueduct bridge over the stream, and it collects and introduces into the aqueduct the water of the Little Falls branch, which is pure and clear, and affords a notable increase to the supply.

The distributing reservoir is situated upon the heights beyond Georgetown, and is formed by an embankment of earth surrounding a favorable site.

The area of the water-surface is $36\frac{1}{4}$ acres; its level, when full, is 145 feet above tide; the contents above 140 feet are 59,783,000 gallons. Its total contents are 167,530,000 gallons. The two reservoirs will afford, supposing the conduit to be interrupted by floods or accidents, or during the periodical examinations necessary for repairs, 142,304,500 gallons, without reducing the head below 140 feet; and in case of emergency, supposing the surface to be lowered to 131 feet above tide, they will yield two hundred and fifty millions of gallons, besides what will be supplied during the time by the Little Falls branch.

The two reservoirs are two miles apart, and are connected by the aqueduct, which is continued from one to the other. The mains which lead the water from the distributing reservoir to the city are double; one of them is to be thirty, and the other twelve inches in diameter. They lead by the most direct route to the Capitol. These great mains are double, so that in case of any accident, one may be in use, furnishing a diminished supply, while the other is being repaired or cleansed.

The size adopted is considered sufficient for the supply for some years. Ultimately it will be necessary to increase the mains, and the twelve-inch main can then be taken up and relaid somewhere else, its place being supplied by one of thirty-six inches.

The double mains lead to the Capitol, where the thirty-inch main stops. The twelve-inch is continued to the Navy Yard.

Twelve-inch mains, connecting with these, lead to the Observatory, General Post Office, Patent Office, Judiciary square, and arsenal.

A twenty-inch main leads across the canal to the Smithsonian Institute, in the mall, where it stops, a twelve-inch main going thence to the arsenal.

These are all the pipes included in the estimate, which will be found at page 53 of Doc. 48.

They are all that the project, as adopted by the President, under the law, includes. They are all that properly should be laid by the United States.

For the distribution through the city, smaller pipes, connecting with these, will be laid by the city itself, which it is supposed will be authorized by Congress to make the necessary connexions, and use the water for distribution through the various streets, for supplying private houses, hotels, steam-engines, &c.

A water rent, to be charged by the city for every house in which

the water is introduced, will defray the expense of this distribution. In this the city will bear its part of the expense of the water-works—not very great at first, but ultimately, as the buildings extend, and larger pipes are laid, it will amount to a considerable sum. New York has now some three hundred miles of pipes laid, costing several millions of dollars. It will be long before this city will require such an expenditure. The large mains leading to the public buildings and public squares will give a supply sufficient for noble fountains, and at the same time will admit of being tapped for the supply of the distributing pipes leading to the streets off their lines.

Supply.—The nine-foot conduit, with a slope of 0.792 foot per mile, will convey 67,596,400 gallons in twenty-four hours.

As the water in the reservoir rises, the discharge will be diminished; and as it falls below the grade, owing to the greater demand upon it, the supply will be increased. This quantity of water is greater than the city will need for many years; but an aqueduct once built is built for all time, and Philadelphia is the only one of our great cities which has planned its water-works on such a scale as to supply its need twenty years after their construction.

In Boston, a six-inch jet, under a head of about 120 feet, discharges four millions of gallons in ten hours. Half a dozen such jets in our public squares would, under the head we have of 145 feet, discharge probably thirty million gallons of water.

In these fountains, and in washing out the gutters and sewers, and in watering the streets, will be, for some years, the principal consumption of water in the hot months. The consumption by the inhabitants of the two cities in July, if amply supplied, would amount to about five and a quarter millions of gallons daily.

In forty years they will probably need twenty-two and a half millions of gallons. Upon this point I respectfully refer to the original report, so often cited, where (at page 11) the matter is fully discussed.

ESTIMATES.

The original estimate for the aqueduct, a copy of which is attached to this report, and which will also be found in Ex. Doc. 48, was made for a seven-foot conduit, which would cost \$1,921,244, and deliver 36,015,400 gallons of water daily. It was found, after this estimate was prepared, that an addition of two feet to the diameter of the conduit, without altering the reservoirs, would increase the supply to 67,596,400 gallons, nearly doubling it, at an increase of expense of \$350,000, or about one-sixth.

The supply from the river being practically inexhaustible, this larger conduit was recommended, (see Doc. 48, pages 25 and 34,) and it was adopted by the President, and is partly executed. The original estimate was made upon a hasty location, which, it was then stated, would probably be improved by further study and revision.

The estimate was made up upon the first location, the quantities were carefully measured and calculated, and the conviction was expressed, that while the work could be built as located, any changes

made in it would result in increased simplicity and security of construction without increase of cost.

This revision has led to important, though not extensive, changes in the first location and design. The dam at the Great Falls has been placed somewhat lower down the river than at first proposed. The length of conduit between the river and canal, much exposed to floods, the pipe chamber involving much heavy masonry, and the pipe crossing of the canal, have been abandoned.

The aqueduct now passes under the canal, above Crommelin's, without interfering with it. The only part of the work now exposed to the action of the river is the dam itself and the abutment walls. The gate-house is placed at some distance from the river, the aqueduct leading to it being a deep rock cut, arched over with brick, and passing under the canal.

Other changes of less importance have been made; two or three short tunnels have been substituted for more expensive side-hill cutting in rock. The first tunnel has been increased in length.

The general result of these changes has been to give us a better line, more secure, shorter, and without any increase of cost.

The original estimate for the seven-foot conduit was...	\$1,921,244 00
Additional cost of nine-foot conduit	350,000 00
	2,271,244 00
Or in round numbers.....	2,300,000 00

In the estimates such work as admitted of it was measured and calculated, and 20 per cent. upon all the estimates except the pipes, amounting in the aggregate to \$271,770, has been provided to cover contingencies, engineer service and clerks, and for the purchase of the right of way and lands for reservoirs.

The amount required for engineer service will depend upon the amount of appropriations for the work and the time occupied in its construction. Two parties are necessary to apply judiciously the smallest appropriation, and these, to be efficient, must have a certain number of persons. A very small increase of persons and expense will enable them to attend to work costing \$1,000,000 per annum as easily as \$100,000. Five per cent. upon the work done is not an unusual estimate; but the present organization upon the aqueduct, now costing \$8,944 per annum, will, it is believed, with the addition of a few persons, not exceed in the whole \$10,000 or \$12,000 per annum, be found fully able to render all the service required in expending \$1,000,000, at a cost of from 1 to $1\frac{2}{10}$ per cent. Before any permanent construction could be made it was necessary to make extensive surveys for revising the location, (made very hastily from original estimates,) the benefits of which are seen in the great improvement of the line; in making surveys for lands, very difficult and expensive where the old surveys and the titles conflict as they do here, and studying and perfecting plans, &c. These expenses, which are general, are properly chargeable to the whole work. Applied to the work now done, they would appear

to be a large expense. The expense of superintendence will be affected by the irregularity of appropriations, but not to the same extent.

In starting so large a work as the Washington aqueduct, and especially in such a country as it passes through, a very large expenditure must be made in preparation for work.

Copies of all contracts entered into will be found in document 82 of last session.

The result of a careful revision of the estimates, applying to the quantities calculated from measurements upon the new location, the prices derived from experience in carrying on the work to its present condition where not already contracted for, and to those parts of the work under contract, at the contract prices, leads to the belief that the original estimate would be sufficient to complete the work if the appropriations were granted regularly as asked for.

The failure of two appropriations has caused some increase of expense. Stock and materials were sold. The engineer force was partly disbanded and had to be re-organized upon the passage of the appropriation of 1855.

New managers had to be procured and instructed in their business, and the appropriation when granted was only one quarter of the amount estimated for, and which could have been advantageously applied.

The same force of engineers and clerks necessary to supervise the execution of the work and prepare the materials and records for such statements as Congress requires could have attended to a double expenditure.

Probably a greater loss, however, fell upon the contractors than upon the United States by these suspensions, as they were kept in ignorance of what would be required of them during the season, and could not increase their forces to take advantage of the healthy season of the spring.

The present suspension must be attended with greater loss than the former one.

Large preparations in machinery, boats, tools, stock, opening and stripping quarries, &c., have been made.

The contractors for the brick, after making expensive preparations, were obliged to suspend operations at a heavy loss.

The most economical and speedy mode of completing the work would be to make available at once the whole two millions needed to complete it. Contracts for the whole could then be made with confidence. The bricks could be manufactured, the pipes cast and delivered; and there would be no more of these harassing and costly doubts and delays.

There are two years' work to complete the whole aqueduct. But by devoting a large force to operations on the part of the work between the receiving reservoir and the city, by building first a temporary wooden dam at the receiving reservoir, I am of opinion that a small water supply could be introduced from the Little Falls branch within a year.

The only thing that could prevent this would be the meeting with

great difficulties in getting clear titles to some of the land necessary for the work.

The greater part of the land needed in Maryland has been acquired.

In the District none has been procured. The passage of a law giving the United States the power to acquire lands for this purpose, in the same manner as is done for the Chesapeake and Ohio canal, is very much to be desired. A bill for that purpose has more than once been introduced, but has failed to receive the attention of Congress.

The delays consequent upon the failure of appropriations of course increase the ultimate cost of the work as well as delay the introduction of the water.

Besides the loss by interruption of work, by depreciation of stock and materials, and by the injury to contractors—who, having bid on the faith of the government, are thrown out of work and subjected to heavy losses, thus causing a want of confidence and a demand for higher prices in subsequent contracts—the work has lain open so long that opportunity is offered for speculation in lands along its line.

Favorable points are seized upon and held at high prices. In these changes of ownership complication of titles is introduced, and the difficulty of securing the perfect title required by the United States is much increased.

In the original report and estimate this language was used:

“If the work is delayed by meagre appropriations its expense will be much increased, and I hope, in that case, not to be held responsible for its cost above my estimate, which is based upon a steady and vigorous prosecution of the work.”

The appropriations for the aqueduct have amounted to...	\$600,000 00
Of which there was unexpended September 30, 1856.....	244,634 45

Total expenditure to September 30, 1856.....	355,365 55
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The application of this sum may be classed as follows:

- | | |
|---|-------------|
| 1. <i>General expenses</i> .—Engineer service and instruments; office and warehouse expenses; stationary, printing, advertising, rents, &c.; acquisition of lands and law expenses, and miscellaneous expenses..... | \$60,011 90 |
| 2. <i>Current expenses</i> .—Labor and its management; subsistence; forage; powder and fuse; fuel and lights... | 136,700 98 |
| 3. <i>Preparations for work</i> .—Buildings and building materials, centering, &c.; furniture; hardware, iron, tools, &c.; boats, scows, &c.; railroad cars, wagons, carts, &c.; harness, saddlery, &c.; machinery and cordage; stock, horses, mules, oxen, &c..... | 51,479 02 |
| 4. <i>Materials for, and permanent construction</i> .—Brick, cement, sand, stone, castings, and other materials for permanent construction, and construction done by contract..... | 107,173 65 |

	355,365 55
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SUMMARY.

Right of way and land in Maryland generally acquired. The location has been improved; passages under the canal completed.

Six tunnels have been pierced 1,374 feet. Thirteen culverts have been nearly completed, several others have been commenced. Grubbing and clearing in Maryland, generally, completed. Embankments and excavations near the culverts have been begun, and some progress made with them; 2,028 feet of brick conduit, at different points in Maryland, have been built and finished. The line has been prepared for the building of a large portion of the conduit, and the whole work suspended for want of funds; the appropriation of the last session being applicable only to paying existing liabilities, and preserving the work (already done) from injury.

CASH ACCOUNT.

Appropriation of 1853	\$100,000 00
Appropriation of 1854	
Appropriation of 1855	250,000 00
Appropriation of 1856, for existing liabilities and preservation of work (already done) from injury.....	250,000 00
Total appropriations.....	600,000 00
Expended to September 30, 1853.....	\$14,986 70
Expended in the year ending September 30, 1854	83,620 41
Expended in the year ending September 30, 1855.....	103,602 36
Expended in the year ending September 30, 1856	153,156 08
Total expended to 30th September, 1856.....	355,365 55
Amount remaining on hand 30th September, 1856....	244,634 45

Very little of which is applicable to the prosecution of the work.

The amount required for the proper prosecution of the work during the year ending the 30th June, 1858, is \$1,000,000, of which it would be a great advantage to have a portion appropriated early in the session of Congress, as, by delay, the best season for the prosecution of the work will be lost.

Respectfully submitted.

M. C. MEIGS,

Captain of Engineers, in charge.

Brevet Brig. Gen. J. G. TOTTEN, *Chief Engineer.*

All of which is respectfully submitted.

J. G. TOTTEN,

Brevet Brig. General, and Colonel of Engineers.

No. 13.

REPORT OF THE CHIEF TOPOGRAPHICAL ENGINEER.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, November 22, 1856.

SIR: I have the honor to submit a report of the operations of this bureau since the last annual report of November, 1855.

The stations and duties of the officers of the corps have been as follows:

Lieutenant Colonel Kearney was stationed at Washington, as a member of the board of engineers, also a member of the light-house board, until May 10th, 1856, when he was ordered to Detroit, in charge of the survey of the northern and northwestern lakes.

Brevet Lieutenant Colonel Long has been stationed at Louisville, Kentucky, in charge of western river improvements. The active operations of his command consisting in the removal of snags in the Mississippi; improvement of the navigation in the vicinity of Red River raft; removal of rock obstructions in the Upper Mississippi, at the Des Moines and Rock Island rapids; also, dredging and clearing away obstacles in the Illinois river.

Major Bache has been stationed at San Francisco, California, charged with the superintendence of construction of military roads in Washington and Oregon Territories; of all disbursements under the bureau for improvements on the Pacific coast; also in charge of the construction and inspection of all light-houses on the same coast.

Brevet Lieutenant Colonel Graham, stationed at Chicago, Illinois, has been in charge of harbor improvements on Lake Michigan; improvement of St. Clair flats, (recently relieved from the latter by Captain Whipple;) also, the construction of a light-house at Chicago, under the Treasury Department. The abilities displayed, both in the superintendence of the improvements and the investigations connected with them, are characteristic of this accomplished officer.

Brevet Colonel Turnbull has remained at Oswego, in charge of the improvement of harbors on Lakes Champlain and Ontario, and part of Lake Erie.

Captain Graham is on sick leave in California, subject, if well, to duty under Major Bache.

Captain Cram has been stationed at headquarters, department of the Pacific, under the command of General Wool, and, assisted by Lieutenant Mendell, topographical engineers, has participated in the operations of the troops during the recent Indian troubles in Washington, Oregon, and California.

Captain Stansbury, stationed at Cleveland, Ohio, in charge of the improvement of harbors on Lake Erie, west of Erie.

Captain Humphreys has remained in Washington City on special duty, under the Hon. Secretary of War, and, in addition to other duties, has recently had assigned to him those of a member of the light-house board.

Captain Macomb, early last spring, was assigned to duty in the

military department of New Mexico, but in consequence of not being relieved by Colonel Kearney until about the first of September, has been engaged during the past year in charge of the survey of the northern and northwestern lakes.

Captain Simpson, stationed at St. Paul, Minnesota, was in charge of the construction of military roads in that Territory until relieved by Captain Thom in June, 1856.

Captain Sitgreaves, assigned to duty under the Treasury Department, has been in charge of the construction and inspection of light-houses on Lakes St. Clair, Huron, and Superior.

Captain Woodruff, in charge of construction and inspection of light-houses on Lakes Erie and Ontario, under the Treasury Department.

Captain Palmer was on the coast survey, under the Treasury Department, until 21st May last; he was then assigned to duty as assistant to Lieutenant Colonel Long. He is now on that duty.

Captain Thom, stationed at St. Paul, Minnesota, in charge of construction of military roads in that Territory, was relieved from duty on Mexican boundary survey in May, 1856.

Captain Whipple, engaged until September on Pacific railroad survey, is now charged with the improvement of St. Clair flats, and flats of Lake George, St. Mary's river, and of Lake Superior.

Captain Meade was relieved from light-house duty in May, 1856, and is now on survey of the north and northwestern lakes, under Lieutenant Colonel Kearney.

Captain M. L. Smith is on duty in Washington, as assistant in the Bureau of Topographical Engineers.

Captain Pope, now in Washington, has been engaged, under the immediate direction of the War Department, in endeavoring to procure water on the Llano Estacado, in Texas, by sinking artesian wells.

Captain Abert, relieved from duty as assistant to Lieutenant Col. Long, in May, is now under the orders of the commanding officer in the military department of Florida.

First Lieutenant Franklin, stationed at Portland, Maine, is under the Treasury Department, in charge of construction and inspection of light-houses on that coast.

First Lieutenant Reynolds, relieved from duty on survey of the north and northwestern lakes, is stationed at Philadelphia, subject to orders from this bureau; also in charge of the construction and inspection of light-houses under the Treasury Department.

First Lieutenant W. F. Smith, relieved from duty as assistant professor at West Point Military Academy on account of ill health, is now on leave of absence.

First Lieutenant Bryan, stationed at St. Louis, in charge of the construction of the military roads leading from Fort Riley to Big Timbers, on the Arkansas, and from Fort Riley to Bridger's Pass, in the Rocky mountains, has been actively and successfully engaged during the present season on the latter route, the first having been surveyed and put under construction during the past winter.

First Lieutenant Derby, under orders to report to Colonel Kearney, has been engaged under Major Bache in constructing military roads

in Washington and Oregon Territories. He is now under orders to report to Lieutenant Colonel Kearney.

First Lieutenant Williamson is stationed in Washington, on Pacific railroad survey, under orders of the War Department.

First Lieutenant Michler, stationed in Washington, is on duty under the State Department, with Brevet Colonel Emory, on the Mexican boundary survey.

First Lieutenant Parke, stationed at Washington, is assigned to duty as secretary of the light-house board, in the place of Captain Hardcastle, lately resigned.

First Lieutenant Warren, on duty with the Sioux expedition under General Harney, has since the termination of hostilities been actively engaged in exploring the upper Mississippi and Yellowstone rivers. He is now here, preparing his report and maps.

First Lieutenant Mendell, already alluded to, served actively with the troops in the field until relieved and ordered to report for duty to Major Bache. He is now constructing military roads in Washington and Oregon Territories, having relieved Lieutenant Derby.

Second Lieutenant Rose, stationed at West Point as assistant professor in the Military Academy, resigned the 7th October, 1856.

Second Lieutenant Ives is on special duty under the War Department, connected with the Pacific railroad survey.

Second Lieutenant Abbot is in Washington, completing work connected with the Pacific railroad survey.

Second Lieutenant Turnbull is on survey of the north and north-west lakes, under Colonel Kearney.

Brevet Second Lieutenant Wheeler is on duty in the military department of the Pacific, under Captain Cram, in the place of Lieutenant Mendell.

Brevet Second Lieutenant Poe, assigned as a graduate cadet to the corps in July, is on the leave of absence granted by law to graduates from the Military Academy. His orders are to report to Lieutenant Colonel Kearney.

In glancing over the stations and duties of the officers as enumerated, it will be seen that they are scattered over a large extent of territory, from the Atlantic to the Pacific; from Lake Superior to the capes of Florida; and that their duties are as various and diversified as are the objects over which the general government exercises a control.

With the activity, attainments, and devotion to duty of all, the government has reason to be satisfied. Many have an amount of responsibility and control which might with advantage be lessened, did the number constituting the corps admit of it.

As extended and diversified as are the duties of the corps, and as actively as it is engaged, there is still the labor of years before it.

Leaving the western borders of Arkansas, Missouri, Iowa, and Wisconsin, the vast region of country from that to California, covering 17° of latitude and 26° of longitude, is comparatively unknown, and parts of it are absolutely as unexplored as is the interior of Africa—and this, too, when the space spoken of penetrates like a wedge into the heart of our country. Other parts have been traversed by the hardy

trapper, or the emigrant on his way westward; but the information thus obtained not being collected, or, even if collected, unaccompanied as it should be by the requisite geographical data, is buried from the country at large, and is comparatively useless.

Possibly emigration and civilization may not thus far have been materially retarded; but could our western country have been accurately laid down, and its peculiarities and resources correctly described, how many thousands of emigrants would, since the discovery of gold in California, have been saved from suffering, and possibly from death!

That entire region should be covered with a net-work of explorations and surveys, accompanied by a series of carefully conducted observations of every kind that will fix its geographical, mineral, vegetable, and climatic peculiarities.

Thus would every stream and mountain become known, and every nook, valley and plain be open for the settlement and enterprise of our population.

The importance of our northern and northwestern lakes, with their extensive commerce, numerous harbors and commercial marine, demands that more liberality should be shown in providing for their survey, delineating their coast lines, and bringing to light the hidden reefs, shoals and rocks, which, unknown, strew the mariner's track with dangers.

The small appropriations heretofore granted have every year limited the operations and activity of the officer in charge; yet, even under these disadvantages, a series of finished and accurate charts of the main points dangerous to navigation have been issued, that are in the hands of, and used by, navigators from the mouth of the St. Lawrence to Fond du Lac of Lake Superior, and eagerly sought for both along our own and the Canadian frontier.

These lakes constitute a great northern sea-board, having its coasts dotted with light-houses, many of its harbors improved and protected, and its vessels for the collection of revenue. They are dotted with the sails of our own and foreign vessels, many of its cities carrying on a direct trade with Europe.

The entire lake coast line is about equal to that of the coast line of our Atlantic, Gulf, and Pacific possessions. The value of the trade and productions yearly passing over them exceeds that of the commerce of all nations combined, yearly passing in and out of the Gulf of Mexico; and the new Territories contiguous to them are filling up with a rapidity surprising even to those familiar with the settling of our western country.

In view of the above, it is recommended that largely increased appropriations be made both for western explorations and for the survey of the northern and northwestern lakes.

In consequence of the greatly increased demands of the government for the services of its officers as the frontier becomes more extended and new Territories added, the number of officers of the corps have become too small to meet demands. The recommendation made in former annual reports for an increase of the corps by an addition of

six captains, ten first and ten second lieutenants, is therefore again respectfully urged and repeated.

The rank and position of captain is one of great use to this branch of service, and he should be provided with requisite subordinate military assistants.

I beg leave to repeat the recommendation in the last report in relation to the five steam dredge-boats on the lakes and their respective discharging scows. To abandon these boats to destruction for the want of proper care, would probably occasion a severe rebuke to the bureau; yet for their care some expenditures are required, and unless appropriation be made I do not perceive how this care is to be bestowed. It is, therefore, respectfully recommended that appropriations be made for their repairs and preservation, or that a law direct them to be sold. These boats, scows, &c., have cost on an average rather more than \$18,000 in each case; I doubt if a sale would bring half the cost.

The iron steamer for the survey of the lakes, authorized by a law of 5th August, 1854, has been built and received, and is now on her appropriate duty. The boat is highly spoken of.

The various military roads appropriated for by Congress have been commenced and pushed forward with due energy; but while the appropriations for certain ones have been found sufficient, for others they have proved entirely inadequate to produce good results.

In the early settlement of a country, common roads take the place of other kinds of internal improvement, (which grow out of population and wealth,) and exercise an important influence upon its growth and prosperity.

In Minnesota several important roads are still unfinished, for which further appropriations may be necessary.

In Kansas and Nebraska the appropriations are found barely sufficient to construct bridges over the main streams, leaving as a general rule their approaches untouched, and all minor improvements unprovided for.

In Oregon and Washington Territories the means provided by Congress for roads have not only proved inadequate, but were so limited, in comparison with the amount of work to be done, that a large increase upon the original appropriations is considered necessary.

This results from the nature of the country; its mountains are rugged and precipitous, and the vegetable growth dense and heavy beyond anything known on the Atlantic coast.

No further progress has been made since the last annual report towards the completion of the military roads appropriated for in New Mexico.

The following is a brief compendium of the operations since the last annual report on the various works under the control of the bureau, made out from the annual reports of the officers in charge:

These reports contain minute descriptions of all works, and their present condition; also estimates in detail for their further progress and completion.

LAKE HARBORS.

HARBOR OF BURLINGTON, VERMONT.

The improvement at this place consists in a breakwater, lying in thirty-feet water, formed of crib-work, ballasted with stone. The portion finished is 1,069 feet long and 35 feet wide, situated immediately in front of the wharves of the town, and affords very good protection about 200 feet in length; more is needed to carry out the plan of improvements, which will bring the north end under cover of a point of land, and afford better shelter from northwesterly gales. A further appropriation is required for this purpose.

HARBOR OF OGDENSBURG.

The survey of this harbor has been completed and reported, but, in the absence of an appropriation, no plan for its improvement has been presented.

HARBOR OF OSWEGO.

The west pier has been completed, and is expected to stand from five to seven years without needing material repairs. The engineer reports that it will become necessary to take down the remaining portion of the masonry, and replace it with crib-work, or else build crib-work outside of it. The east pier is kept in repair by private enterprise. The United States dredge-boat has been employed, at the expense of the city corporation in deepening the entrance to the river, and has worked with success.

SODUS BAY, CAYUGA COUNTY, N. Y.

Only a part of the plan of improvement adopted by the board of engineers, and approved by the honorable Secretary of War, has been carried out, for want of funds. The work done has, however, been attended with marked success, not only in deepening the water over the bar, but in causing a rapid accumulation of shingle upon the gravelly beach separating the bay from the lake.

SODUS BAY, WAYNE COUNTY, N. Y.

With the exception of that portion rebuilt in 1853, the works of this harbor are in a decayed condition. The entire west pier, from the beacon-light to the beach, and the old portion of the east pier, require rebuilding. The appropriation has been exhausted since 1854.

GENESEE RIVER.

Nothing has been done at the mouth of this river since 1853, the money appropriated having been expended. The west pier, 1,943

feet in length, was at that time rebuilt, and is now in good condition. The east pier, 2,034 feet in length, is decayed to the water's edge, and has several breaches in it below the surface of the water. A further appropriation is required for proper security of the works.

OAK ORCHARD CREEK.

The appropriation for this place was exhausted in building 290 feet of the west pier, and repairing 150 feet. The remainder of the pier, some 1,144 feet in length, is in a condition requiring it to be rebuilt.

HARBOR OF BUFFALO.

No work has been done this season at this harbor for want of means. The rebuilding of the protection wall, thrown down by the storms of 1843, was completed last season.

The superintending engineer recommends that the wall about the light-house be rebuilt; and that the tow-path be renewed, as it is in a dilapidated condition, having been frequently run into by vessels and injured.

HARBOR OF DUNKIRK.

The plan projected by the board of engineers, and approved by the Secretary of War, for the protection of this harbor, consisted of three breakwaters; the principal one occupying a central position; the second west, inland of, and parallel with the first; the third to the east of, and slightly inclined to the first, and farther in the lake.

It was thought best to apply the appropriation for the harbor to the construction of the west breakwater. This was not commenced until rather late last season, and, as the winter set in unusually early, the work was necessarily left in an unfinished condition, and considerable damage done by the ice; five out of eight cribs were wrecked before the close of the winter; one entirely carried off, and the others cut down to various depths below the surface of the water. The work has been much retarded this season, caused by having to build on the debris of the old work, much of which required removal. Fair progress has, however, been made, and by the present time there is some addition to the length of the breakwater.

HARBOR OF ERIE.

The operations of the present season have been confined, on account of the small balance of appropriation on hand, to the closing the breach in the peninsula, and protecting the shore from further abrasion by brush-work. In both cases the work has met with flattering success, and bids fair to restore the original water line. To complete the improvement of this harbor, in accordance with the recommendations of the board of engineers, will require a further and large appropriation.

HARBOR OF CONNEAUT.

The work of this harbor remains in the same unfinished state as reported last year, there being but the small balance of \$251 left unexpended.

HARBORS OF ASHTABULA AND GRAND RIVER.

These harbors require further appropriations to complete the improvements in accordance with the approved plans. The report of last year will give necessary details.

HARBOR OF CLEVELAND.

The balance available for the present season's work was \$5,000. The pier-head at the end of the west pier has been laid down in 14 feet water, and carried up 8 feet above the surface. One hundred and ten feet of new pier has been built, and the whole filled with stone.

The new work, 800 feet long, continues to maintain its solidity and alignment, and has resisted all the severe storms that have occurred since its commencement. The east pier needs renewal in some places and repairs in others.

HARBORS OF BLACK CREEK AND VERMILLION.

No money has been expended on either of these harbors during the past season.

HARBOR OF HURON.

The position of this harbor and its depth of water make it important as one of refuge, and demand that its protecting piers should be kept perfect. The funds for this work were exhausted before the necessary work was accomplished.

HARBOR OF SANDUSKY.

The object of improvement at this point was to protect the narrow strip of land lying between the lake and Sandusky bay, and which makes the latter a harbor, from being encroached upon and finally washed by the lake.

The spit is 7,500 feet in length; 3,357 feet of this has, by means of crib-work, been so successfully protected that it is becoming covered with bushes and increasing in width; the remainder of the spit, including a small island with which it connects, 450 feet long, requires, in like manner, to be protected, else in a few years there is danger that the bay will become an open portion of the lake.

A breach some 3,000 feet in length has, for some years, existed between the small island and the main shore, and as the water flows in and out, according to the direction of the wind, it is thought to exercise an unfavorable effect upon the channel by the way of the main en-

trance into the bay. The present season's work has exhausted the appropriation for this harbor, and to complete the necessary work indicated will require a further and larger one.

HARBOR OF MONROE, MICHIGAN.

No work has been done on this harbor during the past season; for information in reference to it, the report of last year is referred to.

MOUTH OF CLINTON RIVER, LAKE ST. CLAIR, MICHIGAN.

The amount appropriated for deepening the entrance to this river, \$5,000, was quite too small to properly carry out the intended improvement, which consisted in confining the waters of Clinton, at its mouth, between two parallel rows of piles, thus continuing the confined current across the bar into the deep water of the lake; also in assisting the action of the water on the bar by dredging. Very decided benefits resulted from the work done last season; this season's work not yet reported.

ST. CLAIR FLATS.

An elaborate and interesting report was made by Lieut. Colonel Graham last year upon this improvement, and recommendations made as to the manner of accomplishing it, involving an expenditure of a considerable amount, running through four or five years.

As soon as the appropriation for it was made, at the first session of the present Congress, a party from the lake survey was detached to make the necessary examination preparatory to adopting a plan which should correspond with the amount appropriated, and commencing the work. The results of this examination have not yet been reported to the bureau.

The same objections exist to the amount appropriated for this work which have been so repeatedly brought forward before, viz: that it is entirely inadequate to do more than begin the work, and yet the work must be so planned as to be complete when the appropriation is exhausted.

FLATS OF LAKE GEORGE, ST. MARY'S RIVER.

Owing to the high northern latitude of this point, and the advanced season of the year when the bill for its improvement became a law, it was found impossible to have the necessary examinations made and reported this year; arrangements will be made during the winter for an early commencement of the work next spring.

MICHIGAN CITY BREAKWATER.

The improvement planned for this place consisted in an artificial harbor, to be formed by a breakwater of crib-work 1,070 feet long, by 25 feet wide, lying in 19 feet water, and rising to a height of 6 feet

above the level of the lake. The position is an exposed one during storms; the waves break with great violence, rendering the mooring and securing the cribs a work of difficulty unless the weather is favorable.

The work was retarded last season by the unfavorableness of the weather, and considerable damage to the crib-work by a gale occurring before it could be properly ballasted. The report of the present season's operations has not yet been received.

HARBOR OF NEW BUFFALO.

The original appropriation for this work was small, \$8,000; and after collecting materials requisite to make a commencement, the balance remaining on hand was too small to justify any further work being done until further means were provided by Congress.

BLACK LAKE HARBOR, MICHIGAN.

The small appropriation made for this improvement in 1852 was soon expended, and there have been no means for continuing work during the present season.

HARBOR OF GRAND HAVEN.

The sum of \$2,000 appropriated for this harbor sufficed for but little more than the necessary preliminary examinations. No work was commenced under it.

For the latest reported condition of the remaining harbor works on Lake Michigan, you are respectfully referred to Lieutenant Colonel J. D. Graham's report of last year, printed as Senate Ex. Docs. Nos. 70 and 77, 1st session, 34th Congress.

WESTERN RIVER IMPROVEMENTS.

Under this head come the improvements of the Mississippi, Missouri, Arkansas, Illinois, Ohio, and Red rivers.

Improvements have been carried on upon all during the past year, except the Ohio, Missouri, and Arkansas.

Upon the Mississippi the number of obstructions, in the form of snags, sunken logs, and wrecks removed during the last season, is 1,196.

The amount expended the same period is \$3,955 42.

On the Illinois river, work has been done at Beardstown bar, Apple Creek bar, upper, middle, and lower French bars, and clay and sand removed from the channels to the amount of 7,323 cubic yards. The disbursements on account of this work have amounted during the year to \$9,183 60.

A small unexpended balance of between two and three hundred dollars is left on hand.

IMPROVEMENT OF RED RIVER.

The progress of improvement has been somewhat retarded by unfavorable stages of the river, and sickness and desertion among the laborers on the work; and the cost increased by the difficulty of getting tools, and the high prices of transportation and provisions. To show more particularly the operations of the year, I extract from Agent Fuller's annual report to Lieutenant Colonel Long:

"The work done during the past year in furtherance of this improvement is mainly as follows:

"The completion and outfit of the snag-boat Gopher, and machine-boat at Louisville; their conveyance thence to the raft region; the removal of some obstructions from the channel through Shiftail lake and Dooley's bayou to Red river; the sawing and removing, as above, of between two and three miles of solid raft; the raising and removing of many heavy snags from the channel of Red river above and near the head of Dooley's bayou; the clearing the head of Elmer's bayou for the reception of the May run of raft; the burning of drift and fallen timber lodged along the banks of upper Red river, for a distance of 450 miles; felling impending trees; cutting off and spading down protruding points; trimming off and digging down small islands, &c., between the head of Dooley's bayou and Shiftail lake, a distance of about 20 miles; removing stumps in Shiftail lake, and impending trees from the banks of Stumpy bayou," &c.

There has been disbursed during the last year, commencing 1st July, 1855, \$49,827 58.

There was of the appropriation on the 1st of July, 1856, \$37,458 95.

It is not anticipated that this improvement can be completed without a further appropriation.

THE DES MOINES AND ROCK RIVER RAPIDS.

By decision of the Secretary of War dated September 4, 1854, the balance of appropriation (\$90,000) was divided between the two rapids in the following proportions:

For the Des Moines.....	\$54,336 00
For the Rock River rapids.....	35,664 00

Work on the Des Moines rapids was resumed under the new contractor (Mr. Hager,) very late last season, and the total quantity of rock removed was only 845 cubic yards.

During the present season the agent in charge reports the contractor is operating more successfully, the appliances introduced by him for drilling and breaking up the rock enabling under favorable circumstances, it is believed, as many as one hundred cubic yards per day to be excavated.

Of the old appropriation an unexpended balance remained on hand the 1st of September of \$46,645 93.

No portion of the new appropriation has yet been drawn out of the treasury.

LAKE SURVEYS.

The past winter was occupied in executing the charts upon the large scale, of portion of the north shore of Lake Michigan, and of the Beaver and other islands in that vicinity, as well as the work upon Lake Superior at Ontonagon, Eagle river, Eagle harbor, and Agate harbor, and of the St. Mary's river above the Sault Ste. Marie. The latitude of Ontonagon, and the latitude and longitude of Eagle harbor, were also completed from the observations taken at those points.

Outline charts of Lakes Huron and Superior from the best authorities were also drawn for the use of the survey; these are of great value in the further prosecution of the field work.

A map of the island of Mackinac, showing the lines of separation between the United States government lands and private claims upon that island, was also drawn and placed on file in this bureau.

During the season of field operations a large triangulation station was erected on the heights of the north coast of Lake Huron, and the lines of view opened from it to four other stations for the purpose of connecting the St. Mary's river surveys with those in the straits of Mackinac. The survey of Saginaw bay was also begun and good progress made with it as follows: a complete reconnaissance of its coast was made, and four of the largest sized triangulation stations erected thereon. Minute topographical and hydrographical surveys made at the following portions of the same: commenceing about six miles north of the Sable river, and working up the coast towards Saginaw thirty-two miles, so as to include the fine harbor of Ottawa bay.

The survey was also completed in the same manner from the head of the bay around to the west and north as far as Potato river, embracing some thirty-four miles of coast. In this section of the work there was also made with great minuteness a survey of the mouth of Saginaw river, and of the bar in front of it, of which a chart has been made and transmitted to the Topographical bureau, together with a plan and estimate for improving the entrance to that important river.

The details of hydrography and topography were also completed for a circuit of upwards of three miles in every direction around the Charity islands and along the southeast coast of Saginaw bay in the same vicinity, where a base line was also selected and cleared preparatory to its use for the general triangulation of the bay. This section of the survey includes the examination of several dangerous reefs, and develops an important channel between the Charity islands and the main land southeast of them. In the latter part of the season a strong force was engaged in a thorough and minute hydrographic survey of the various channels at the delta of the St. Clair, and of the obstructions to the same. This portion of the lake survey, like that at the head of Saginaw bay will afford exact information touching the improvement of an important channel of commerce, and at the same time, by comparing the results with those obtained in the original survey upon which the estimates were based, will give an insight into the important question of the stability of such an improvement.

In prosecuting these varied surveys during the past season, there

were made 136,398 soundings, a greater number than has been made in any previous season.

MILITARY ROADS IN MINNESOTA TERRITORY.

The number of roads for which appropriations have been made are seven, to wit:

1. From Point Douglass to the mouth of St. Louis river.
2. From Point Douglass to Fort Ripley.
3. From Mendota to Wabashaw.
4. From Mendota to mouth of Big Sioux river.
5. From the Falls of St. Anthony to Fort Ridgely.
6. From Fort Ripley, via Crow Wing river, to the main road leading to the Red river of the North.
7. From the mouth of Swan river to the Winnebago agency at Long prairie.

ROAD FROM POINT DOUGLASS TO THE MOUTH OF ST. LOUIS RIVER.

This road, when completed, will be one hundred and eighty-one miles in length, and is considered the most important in that section of the Territory. About one hundred and ten miles are now finished, leaving seventy-one miles still to be made, including one large and a number of small bridges, as well as culverts, to complete the road. The appropriation, with the exception of a small balance, (less than four hundred dollars,) is now exhausted.

ROAD FROM POINT DOUGLASS TO FORT RIPLEY.

This road is now available for travel throughout its entire length, (one hundred and forty-six miles,) with the exception of about seven miles, five of which the United States were prevented from locating by the refusal of certain persons to allow it to pass through their land.

This difficulty is now removed by act of the legislature.

ROAD FROM MENDOTA TO THE MOUTH OF BIG SIOUX RIVER.

This road extends from Mendota opposite Fort Snelling, southwardly through Minnesota and Iowa, to the mouth of Big Sioux river, a distance of 279 miles; 94 miles, including two expensive bridges, are now completed; there remain 185 miles, for which the necessary means is not provided, consequently requiring a further appropriation.

ROAD FROM THE FALLS OF ST. ANTHONY TO FORT RIDGELY.

The law appropriating for this road reads as follows: "For cutting out the timber on the territorial road from the falls of St. Anthony to Fort Ridgely, five thousand dollars." An act of the territorial legislature required the road to be located by certain commissioners, and that it commence at Minneapolis, at the falls of St. An-

thony, and extend by nearest and most practicable route via north shore of Lake Minniconka, to Fort Ridgely. On the 10th September, 1856, the officer in charge reported for the first time that the commissioners were locating the road. Work will be commenced, unless unforeseen obstacles are interposed, the ensuing season.

It is already foreseen that the sum of \$5,000 will not make the road.

ROAD FROM FORT RIPLEY, VIA CROW WING RIVER, TO THE MAIN ROAD LEADING
TO THE RED RIVER OF THE NORTH.

The act of Congress appropriating ten thousand dollars for this road reads: "For cutting out the timber on the road from Fort Ripley," &c.

On an examination of the road, it was found to be a tortuous trail accidentally cut out by a party of emigrants who had taken advantage of every natural opening in the wood to avoid work. Under these circumstances, it was deemed advisable by the honorable Secretary of War to suspend the application of the money until such a modification of the law was obtained as would admit of the appropriation being applied on the best and most direct route. This modification of the law has not yet been made, consequently the appropriation remains unexpended.

The engineer office in charge, Captain Thom, in speaking of the importance of this road, says: "The establishment of new military posts on the Red river of the North, the great and increasing trade with Pembina and the Selkirk settlement, and the rapid progress of other settlements in that direction, render this one of the most important roads in the Territory to be constructed.

ROAD FROM SWAN RIVER TO LONG PRAIRIE

This road extends from the mouth of Swan river to the old Winnebago agency at Long prairie, a distance of 28 miles, and has been completed during the past season.

ROADS IN KANSAS AND NEBRASKA.

In 1854 Congress appropriated for three roads in those Territories, as follows:

"For the construction of a road from Fort Riley to such point on the Arkansas river as may, in the opinion of the Secretary of War, be most expedient for military purposes, fifty thousand dollars."

This route was surveyed during the summer of 1855, and a direct and good route found for the road. The engineer officer's report was made the following winter, and the work put under contract. The total length will be 360 miles. The road runs generally through an open prairie country slightly undulating, crossing streams at distances from each other convenient for a day's march, where both grass and fuel can be obtained, and when the main streams are bridged will be passable the entire year. But little work beyond bridging will be required, and this, added to expense of survey, will about exhaust the appropriation.

The officer in charge reports that the bridges have been completed, inspected, and received.

"For the construction of a road from Fort Riley to Bridger's pass, in the Rocky mountains, fifty thousand dollars."

The survey of this road was commenced this season. A strong escort was required to protect the working party from the Indians; but examinations have been successfully completed along two routes to and from Bridger's pass, and the party have returned to St. Louis. No report has yet been made.

"For the construction of a territorial road from a point on the Missouri river, (opposite the city of Council Bluffs,) in the Territory of Nebraska, to New Fort Kearny, in said Territory, fifty thousand dollars."

The survey for this road was commenced in June last by Captain J. H. Dickerson, U. S. A. His report and estimates have been received, and the road put under contract. There are seven bridges to be built, with lengths varying from fifty to two hundred feet, which, when finished, and the proper approaches made, will render the road passable at all seasons, except during heavy freshets in the Platte, when the water backs up from the river into various sloughs, with which it connects, rendering them boggy and impracticable for loaded wagons.

ROAD FROM THE GREAT FALLS OF THE MISSOURI RIVER, IN THE TERRITORY OF NEBRASKA, TO INTERSECT THE MILITARY ROAD NOW ESTABLISHED LEADING FROM WALLA-WALLA TO PUGET SOUND.

By act of Congress, dated February 6, 1855, there was appropriated for this road the sum of thirty thousand dollars.

No attempt has been made during the past season to make a survey of this route, the hostile attitude of the various Indian tribes through which it would pass not admitting of it.

So soon as it can be done with safety, the proper steps will be taken in reference to it.

From the smallness of the sum appropriated, little more than an examination of the route can be accomplished by it.

MILITARY ROADS IN WASHINGTON AND OREGON TERRITORIES.

By the acts of 6th and 17th February, 1855, appropriations were made, as follows:

For the construction of a military road from Astoria to Salem.....	\$30,000
For the construction of a military road from the Dalles of the Columbia to Columbia City barracks.....	25,000
For the construction of a military road from Vancouver to Fort Steilacoom.....	30,000

ROAD FROM ASTORIA TO SALEM.

The entire length of road between the two places is one hundred and thirteen miles; but along fifty-three miles of this distance, from Tualitin plains to Salem, a settlement road already exists, leaving but sixty miles for the appropriation to be applied to.

The character of the country along these sixty miles is unfavorable, being rugged, covered with a forest growth believed to be heavy even for that country, and an undergrowth of bushes matted together with vines.

The road was commenced by contract about the 1st of April last, and subsequently by the officer in person having charge of it, the contract having been disapproved.

It is believed that the utmost economy has been exercised, and proper exertions made, to accomplish the greatest amount of work; yet only about twenty miles of road, of a low standard, including one bridge, has been finished, and the appropriation may be regarded as exhausted.

MILITARY ROAD FROM THE DALLES OF THE COLUMBIA TO COLUMBIA CITY BARRACKS.

The distance between these two points is about ninety-five miles' and the present trail connecting them, starting from Vancouver, lies on the north side of the Columbia river as far as the Cascades, a distance of forty-five miles, where it connects with the "Portage," about fifteen miles above the Cascades, at Wind mountain. This trail crosses the river, and thence, by a circuitous and rugged route, leads to the Dalles, on the southern bank of the river.

The difficulties of this trail are occasioned by the necessity of crossing the high, rugged, and rocky range of the Cascade mountains, which are struck by the trail on the northern bank, about fifteen miles below the Cascades, and left by it some thirty miles above the Cascades on the southern bank.

It became evident, after the slightest examination of this route, that a road between the two points named was impracticable, except at an enormous cost.

The usual route of travel is from Columbia City barracks by steamboat to the Cascades, thence by the "Portage" road (five miles) to the upper landing, thence by steamboat again to the Dalles.

It was considered that the intention of the appropriation would best be carried into effect in the following way, viz: that inasmuch as the "Portage" road was common both to the trail and the river route, and the small appropriation made would, in any event, make a practicable road for a short distance only on the route between the two points, it would be better to make the Portage road practicable, and expend any balance there might be in improving the trail.

The Portage road was practicable, although very bad in good seasons, except for a mile and three-eighths of it, along which a private company had built a wooden trainway three feet wide, and over it they transported freights of various kinds at high rates.

This method of applying the appropriation having been approved by the honorable Secretary of War, instructions were accordingly issued, and a road wide enough for two wagons to pass has been nearly opened and properly graded between the upper and lower landings. In consequence of the Indian troubles that have existed in these Territories during the last year, labor and provisions have been unusually high, and the former difficult to be obtained. The cost of

the work thus far has exceeded somewhat the original estimate; hence the approved plan, which contemplated the planking of such parts as from the nature of the soils would become comparatively impracticable during the severe rainy seasons, cannot be entirely carried out with the present balance on hand.

MILITARY ROAD FROM VANCOUVER TO STEILACOOM.

This road has not yet been commenced; a portion of it was relocated last summer, a better route having been found after further examination.

Proposals for its construction were to be opened on the 15th of last month.

Respectfully submitted.

J. J. ABERT,

Colonel Corps Topographical Engineers

Hon. JEFFERSON DAVIS,
Secretary of War.

No. 14.

REPORT OF THE COLONEL OF ORDNANCE.

ORDNANCE OFFICE,

Washington, November 11, 1856.

SIR: The following report of the principal operations of the Ordnance Department during the last fiscal year, with such remarks, suggestions, and recommendations as are deemed appropriate to the respective subjects mentioned in it, is respectfully submitted:

FUNDS.

Amount undrawn from the treasury July 1, 1855	-	\$413,174 21
In hands of disbursing officers, same date	-	259,727 98
Amount of appropriations for the fiscal year 1855-'56		1,360,553 48
Received during the year for damages to arms, and from other sources	-	29,026 56
		2,062,482 23
Amount of expenditures during the year	-	1,420,077 63
In hands of disbursing officers, June 30, 1856	-	93,161 33
Remaining in the treasury undrawn, June 30, 1856		549,253 27
		2,062,482 23

The amount expended during the year from each appropriation will be stated under the appropriate heads as they occur hereafter. The

disbursing officers of the department have been regular in the rendition of their accounts with the proper vouchers, which have been promptly examined and transmitted to the accounting officers of the Treasury for settlement. I have but one failure to report in this respect, which is that of a military storekeeper in California, whose liabilities are very small. His delinquency was made the subject of special inquiry by the senior ordnance officer in that department, which resulted in finding palliating circumstances in reference to the past, with assurances of greater attention and regularity hereafter.

The estimates for the next year have been carefully prepared, and are believed to include nothing which is not requisite for carrying on the regular operations of the department, during that time, judiciously and economically. The remarks annexed to each item are referred to for more full explanation in regard to each.

ARMAMENT OF FORTIFICATIONS.

There has been expended from this appropriation, during the fiscal year, the sum of \$164,967 09, and the principal articles procured by purchase and fabrication during the same time have been as follows, viz :

- 24 ten-inch columbiads.
- 63 eight-inch columbiads.
- 70 forty-two-pounder guns.
- 1 eighteen-pounder gun.
- 1 eight-inch howitzer.
- 30 twenty-four-pounder coehorns.
- 10 eight-inch columbiad barbette carriages.
- 20 forty-two-pounder casemate carriages.
- 8 thirty-two-pounder barbette carriages.
- 10 forty-two-pounder upper barbette carriages.
- 3 thirty-two-pounder barbette chassés.
- 4 mortar beds.
- 11 furnaces for hot shot.
- 1,006 ten and eight inch shot.
- 7,678 forty-two-pounder shot.
- 10,331 ten and eight inch shells.
- 220 thirty-two-pounder shells.
- 165 thirty-two-pounder spherical case shot.
- 525 stands of ammunition for siege and garrison service.

The armaments of the forts have been also repaired and kept in order, and they have been supplied during the year with 75 heavy sea-coast and garrison guns, and with 20,677 shot and shells. The plan which has been adopted, of providing the armament for our forts gradually, is a good one ; but the means which have been annually appropriated to effect this object are so small as to render progress in the work entirely too slow. At the rate of appropriations for many years past, it will require some forty years to provide a complete armament for the forts under construction and authorized to be constructed. To supply the entire armament which all these forts are

designed to mount when completed, will require about 2,300 pieces of artillery and 3,000 gun-carriages, in addition to those on hand at the forts and arsenals; the cost of which, with the implements and equipments requisite for their use, will be about three millions of dollars. I estimate that to furnish each piece of ordnance at all the forts with one hundred rounds of ammunition will require, in addition to the supplies on hand, about 4,250,000 pounds of cannon powder, and 250,000 projectiles of different kinds and calibres, the cost of which will be somewhat less than two millions of dollars. From this will be seen at once the propriety of a more rapid progress in preparing the armament and procuring the supplies than the plan heretofore pursued, of providing them gradually by small annual appropriations, will permit. The proper measures to be taken to place the forts, as respects their armaments, within a reasonable time in a proper condition to repel attacks are: to appropriate more liberally for the armament of fortifications, and for increasing the capacity of the arsenals for storing timber or other material for gun-carriages, and for fabricating these carriages with their implements and equipments, and also to establish a national manufactory of cannon and projectiles.

There is another measure which should be adopted for the preservation of the armament, and without which it will, if sent to the forts, soon become unserviceable. That is, the erection at each fort of a sufficient storehouse for the gun-carriages it will require for its armament, with their implements and equipments, to be used solely for that purpose. Most of our forts are usually without garrisons, and at such the armament cannot receive the constant care and attention necessary for its preservation, if mounted. The carriages and implements, unless properly stored and protected from the effects of weather and of the dampness of casemates, will soon warp or moulder and decay, and may be found unserviceable on an emergency requiring their use. Besides the disastrous consequences that may thus result, the erection of proper storehouses for the preservation of the carriages, requiring, as they do, considerable time, and a large outlay for their construction, is a measure of economy. The difficulty of keeping wooden carriages in a serviceable condition at ungarrisoned posts has led to inquiry as to the propriety of making them of iron. It must, however, be determined by actual experiment; and if that be successful, the iron carriages, although they do not absolutely require such housing, will be better preserved by it; while the implements and equipments, which are very numerous for the complete service of a fort's batteries, must be sheltered. The reports of experiments instituted and carried out by this department, with a view to improve the quality of cast-iron cannon, and to apply tests of strength and endurance more reliable than the mere powder proof, have been published during the year. It is believed that they contain much reliable information, interesting and useful to all who are engaged in iron manufactories, and particularly to cannon-founders. The information thus acquired could be much more advantageously used for the interest of the government at a national foundry, which would also afford means and facilities for further investigations and improvements in this respect.

ORDNANCE, ORDNANCE STORES AND SUPPLIES.

The expenditures during the fiscal year from this appropriation amount to \$215,426 71, and the principal articles procured by purchase and by fabrication at the arsenals are as follows, viz :

- 1 thirty-two-pounder bronze howitzer.
- 166 field carriages, caissons and travelling forges.
- 3,859 sets of infantry accoutrements.
- 1,027 sets of rifle accoutrements.
- 2,366 sword bayonets and scabbards.
- 300 sword shoulder-belts.
- 5,138 pistol cartridge-boxes and pouches.
- 5,279 sabre-belts for cavalry and horse artillery.
- 300 foot artillery sword-belts.
- 6,017 carbine-slings.
- 3,779 carbine swivels.
- 4,225 sabre-knots.
- 3,381 belt holsters.
- 2,616 sets of horse equipments.
- 1,000 twelve-pounder shells.
- 4,544 pounds of canister shot, different calibres.
- 5,728 rounds of fixed ammunition for field artillery.
- 3,227,400 cartridges for small arms.
- 5,739,500 percussion caps.
- 267,221 friction primers.
- 1,150,000 Maynard's primers.
- 1,500 locks and breech pins.

The arms, equipments, ammunition, and other ordnance supplies which have been issued for the United States service during the year, are specified in statement C, hereto annexed.

The reports which have been received, of the relative merits of the different kinds of horse equipments which have been tried in the mounted service, indicate the necessity of extensive modifications of all the patterns which have been devised for the purpose before adopting a model. The attention of the department is given to this subject, and it will avail itself of the practical experience of officers of the mounted regiments, as well as of its own resources, for devising the best model, and for fabricating, according to it, of the best materials. A reduction of weight, as well as of cost, in these equipments are points of primary importance, which, it is thought, may be attained to a great degree, and which will be specially considered. The practical test of breech-loading arms, undertaken to ascertain the relative merits of the various arms of this description, and their fitness or unfitness for military service, has made but slow progress, and has reached as yet no definite result. This is owing to the failure of the inventors and patentees to deliver the arms ordered for trial at as early a time as was agreed upon, and some of them have not yet been received. The trials cannot be completed, nor can the question of the relative effectiveness and fitness of these arms for military use be determined, and the "best breech-loading rifle" be ascertained, until all

shall have been delivered and put in service a sufficient length of time to allow of thorough practical tests. The alteration of flint-lock arms of the model of 1822 to self-priming rifled muskets has been carried on as fast as the parts supplied for the purpose would permit. Some of these arms have been put in the hands of the regular troops for trial. The results so far as reported are favorable, and there seems to be no room for doubt that all serviceable flint-lock muskets may, by rifling and percussioning, be converted into good and efficient long-range arms, such as are commonly called "Minié rifles."

NATIONAL ARMORIES.

The expenditures at the armories during the fiscal year have been as follows, viz :

	Harper's Ferry armory.	Springfield armory.	Total.
Manufacture of arms, appendages, tools, &c., and purchase of materials for the same.....	\$123,376 01	\$139,872 68	\$263,248 69
For repairs, improvements, and new machinery, including buildings, &c. -	39,858 00	141,757 51	181,615 51
	163,234 01	281,630 19	444,864 20

The work done at these establishments is stated in detail in the reports, hereto annexed, of their respective superintendents. It has been applied chiefly to the completion and perfecting of model rifled self-priming arms with accurate gauges to insure the entire uniformity of each of their parts. The armories have also been engaged in rifling, and sighting for long ranges, the smooth-bored arms of former models, and in preparing the requisite tools, machinery, and fixtures for the fabrication of the new model, of which many of the components have also been forged. It is expected that finished arms of this model will be delivered in January next, after which the work can be carried on at the rate of one thousand per month at each armory.

In my last report I stated that experiments had been made at the Springfield armory which had resulted in the adoption of an entire new set of models for small arms, and a mode of altering all the old muskets on hand at our armories and arsenals. The great care necessary to secure perfect uniformity and accuracy in the construction of the models and gauges for the new rifle-musket delayed their completion until last spring. During the process of their construction, the officer who had been placed in charge of it made extended trials with specimens of the new arms, the results of which confirm the favorable opinion of their merits which led to their adoption for the service. Further trials have also been made with the old altered muskets, not only at the armories and arsenals, but in the hands of the troops,

which show a range, accuracy, and force of penetration for this arm not inferior to any other military weapon intended for the use of infantry. The fire of three round balls of a size sufficiently reduced to allow them to be dropped into their places without the use of the ramrod has been found to afford the means of throwing a large number of projectiles at a distance of 200 yards with accuracy, rapidity, and force, and without injury to the rifle barrel. Against masses of cavalry the effect of this species of fire may be increased to 250 or 300 yards. Experiments have also been made which show that the force and accuracy of the pistol-carbine may be increased by increasing the length of its barrel from ten to twelve inches, and that, too, without rendering it inconvenient to handle as a common holster pistol. Its fire is effective, both in force and accuracy, at 500 yards. A number of these arms have been made at the Springfield armory, and are now ready for issue to the mounted troops, with the expectation that their utility for this branch of the service will be verified by actual trials in the field. A report of all the important experiments which have been made by this department since 1852, touching improvements in small arms, has been prepared and published by your authority, and is now being distributed for the information of the army and militia.

ARMING AND EQUIPPING THE MILITIA.

The expenditures from this appropriation for the fiscal year amount to \$144,842 59. The principal articles procured, on this account, by purchase and by fabrication at the arsenals, were as follows, viz:

- 14 field carriages.
- 1,100 percussion-rifles.
- 316 Colt's pistols.
- 2,000 cavalry sabres.
- 1,000 horse artillery sabres.
- 750 non-commissioned officers' swords.
- 500 musicians' swords.
- 33 sword bayonets for musketoon.
- 9,932 infantry cartridge-boxes.
- 6,203 infantry cartridge-box belts.
- 7,942 bayonet scabbards and frogs.
- 8,639 gun slings.
- 12,160 waist belts.
- 4,185 cap pouches.
- 1,050 rifle cartridge-boxes.
- 1,351 rifle pouches.
- 1,250 rifle pouch belts.
- 548 rifle sword-bayonet scabbards.
- 1,924 carbine and pistol cartridge boxes.
- 2,300 sabre belts for cavalry and horse artillery.
- 480 sabre knots.
- 2,527 pairs of holsters.
- 450 sword shoulder belts.

The apportionment of arms to the several States and Territories,

and the supplies furnished to the militia during the year, on requisitions of their governors, are shown in the statements A and B, hereto annexed.

The States and Territories probably have in their possession a large number of flint-lock arms, which they have received from time to time from the general government, under the law for arming and equipping the whole body of the militia of the United States. Most of these arms are susceptible of alteration to rifled long-range arms, with percussion locks, at an expense of about three dollars each, whereby they will be converted into as effective arms as are to be found in any service. The work necessary to effect the alteration can be done by the government at its arsenals and armories much better, and more uniformly and cheaply, than it is possible for the States to do it. Indeed, it is doubtful if they could do it at all, save at a cost greater than the value of the arms when altered, as each would have to incur expenses in the requisite preparations, which would suffice for the alteration of the whole.

The work on the armory for the militia of the District of Columbia has been carried on during the year, and everything promises its speedy erection, according to the terms of the contract, of materials of the best description, put together in a workmanlike manner. The building will then require some interior furnishing and fixtures, such as gun-racks and accoutrement presses, which, with painting, grading, draining, and enclosing the lot, and everything requisite to make it suitable for immediate use, will cost, according to a detailed estimate which has been prepared, seven thousand eight hundred and twenty seven dollars.

ARSENALS AND DEPÔTS.

The number of arsenals and depôts which have been in use during the year is twenty-four, including the depôts in Texas, in New Mexico, and in Washington Territory. These last, which are only temporary expedients for storing and sheltering the supplies necessary to be kept in those quarters, are to be replaced by small arsenals of deposite, with suitable permanent buildings for storage, and shops for slight repairs, for which appropriations were made at the last session. It has not been possible to commence the erection of any of these buildings since the appropriation was made, nor can anything be done towards the construction of the arsenals until valid titles to the sites are obtained. The requisite preliminary measures for this purpose have been taken. The expenditures from the appropriation for arsenals during the fiscal year amounted to \$45,493 77, which sum was applied to repairs and preservation of public buildings, fences, wharves, &c., the erection of new and additions to old buildings, and all improvements of a permanent character. The reports of the commanding officers of arsenals, hereto appended, exhibit in detail the work thus done, and the other principal operations at each. The estimates under this head for the next year state in detail the objects it is intended to effect. They contemplate additional buildings and other facilities for doing work at the larger arsenals only, confining those at the arsenals of

deposite to the necessary repairs for keeping them in good order. The greater part of the estimate is for the erection of storehouses and workshops at the Benicia arsenal, the only arsenal on the Pacific coast where it is contemplated to provide means for fabrication.

I deem it proper to repeat the recommendation in my last annual report, of an increase of the compensation of military storekeepers of ordnance, and of the master armorers and clerks at the national armories. These persons all receive now the salaries fixed by the act of August 23, 1842, at that time scarcely adequate to their support. Considering the advance since then in the cost of living, and in the rates of compensation for services of all public employés, (except those in the services pertaining to the military departments of the government,) they are underpaid, and an increase of twenty-five or thirty per cent. would not give them now more than a fair compensation for what the government requires and receives from them.

In every report I have made since the passage of the act of August 4, 1854, to increase the pay of the rank and file of the army, I have called attention to the exclusion of the enlisted men of ordnance from the benefits conferred on all other enlisted men of the army by that act. This exclusion, although manifestly not the intention of the law, results from its phraseology; the terms "non-commissioned officers, musicians, and privates," used in the law, being construed not to apply to ordnance men, who are enlisted and mustered as laborers, artificers, armorers, and blacksmiths. It is evidently unjust, and there is no conceivable good ground for making this discrimination between the soldiers of ordnance and those of other corps of the army. The attention of Congress has been called to the matter by you, and an explanatory act recommended, extending the increase of pay granted by the act of 1854 to the enlisted men of ordnance, as well as the other soldiers of the army. I trust that such an act will soon be passed.

H. K. CRAIG,
Colonel of Ordnance.

Hon. JEFFERSON DAVIS,
Secretary of War.

A.

Apportionment of arms for the year 1856, under the law of 1808, for arming and equipping the whole body of the militia, as amended by the seventh section of the act approved March 3, 1855, and the regulations established in conformity thereto.

States and Territories.	Number of representatives and senators in Congress.	Number of muskets.
Maine.....	8	365
New Hampshire.....	5	228
Massachusetts.....	13	594
Vermont.....	5	228
Rhode Island.....	4	183
Connecticut.....	6	274
New York.....	35	1,599
New Jersey.....	7	319
Pennsylvania.....	27	1,233
Delaware.....	3	137
Maryland.....	8	365
Virginia.....	15	686
North Carolina.....	10	457
South Carolina.....	8	365
Georgia.....	10	457
Florida.....	3	137
Alabama.....	9	411
Louisiana.....	6	274
Mississippi.....	7	319
Tennessee.....	12	548
Kentucky.....	12	548
Ohio.....	23	1,051
Michigan.....	6	274
Indiana.....	13	594
Illinois.....	11	502
Wisconsin.....	5	228
Missouri.....	9	411
Iowa.....	4	183
Arkansas.....	4	183
Texas.....	4	183
California.....	4	183
°Minnesota Territory.....		137
°Oregon Territory.....		137
°Washington Territory.....		137
°Nebraska Territory.....		137
°Kansas Territory.....		137
°Utah Territory.....		137
°New Mexico Territory.....		137
°District of Columbia.....		137
Total.....		14,615

° Apportionment according to the regulation established under authority of the 7th section of the act of March 3, 1855.

H. K. CRAIG, Colonel of Ordnance.

ORDNANCE OFFICE, Washington, November 11, 1856.

B.

Statement of the ordnance and ordnance stores distributed to the militia from the 1st July, 1855, to the 30th June, 1856, under the law of 1808, as amended by the seventh section of the act approved March 3, 1855.

- 15 six-pounder bronze guns.
- 6 twelve-pounder bronze howitzers.
- 16 carriages for field artillery, with implements and equipments.
- 13 caissons, with tools and spare parts.
- 28 sets of artillery harness for two wheel-horses.
- 27 sets of artillery harness for two lead-horses.
- 17,749 muskets and appendages.
- 225 cadets' muskets and appendages.
- 2,887 percussion-rifles and appendages.
- 2 Hall's rifles and appendages.
- 50 long-range rifles and appendages.
- 430 artillery musketoons and appendages.
- 100 cavalry musketoons and appendages.
- 150 sappers' musketoons and appendages.
- 410 percussion-pistols and appendages.
- 814 Colt's pistols and appendages.
- 1,134 cavalry sabres.
- 101 artillery sabres.
- 38 cadets' swords.
- 12 foot officers' swords.
- 520 artillery swords.
- 331 non-commissioned officers' swords.
- 9,292 sets of accoutrements for infantry, riflemen, and cavalry.
- 200 cartridge-boxes for infantry and riflemen.
- 500 infantry cartridge-box belts.
- 1,700 infantry waist belts.
- 60 waist belts for sword bayonets for musketoons.
- 1,890 cap pouches and picks.
- 104 holsters and caps.
- 100 belt holsters.
- 140 copper powder-flasks.
- 1,738 bayonet scabbards.
- 148 sabre knots.
- 600 shoulder belt-plates.
- 812 sword belts for non-commissioned officers and artillery.
- 478 belts for cavalry and artillery.
- 7 cannon locks.
- 4 rifle bullet-moulds.
- 4,500 friction primers.
- 25,000 cannon percussion-primers.
- 1,278,000 percussion caps.
- 62,900 cartridges for small-arms.

100 pounds rifle powder.
 300 rifle balls.
 80 cones.
 2 rammers and sponges.

H. K. CRAIG,
Colonel of Ordnance.

ORDNANCE OFFICE, *Washington, November 11, 1856.*

C.

Ordnance and ordnanee stores issued to the army and to the several military posts for the year ending June 30, 1856.

13 10-inch columbiads.
 46 8-inch columbiads.
 10 42-pounder guns.
 6 24-pounder guns.
 4 12-pounder bronze guns.
 8 6-pounder bronze guns.
 2 32-pounder bronze howitzers.
 9 12-pounder howitzers.
 6 mountain howitzers.
 3 10-inch columbiad barbette carriages.
 10 8-inch columbiad barbette carriages.
 6 24-pounder barbette carriages.
 16 8-inch S. C. howitzer barbette carriages.
 10 42-pounder casemate carriages.
 4 12-pounder carriages.
 8 6-pounder carriages.
 2 32-pounder howitzer carriages.
 7 12-pounder howitzer carriages.
 12 mountain howitzer carriages.
 2 prairie carriages.
 31 casemate upper carriages.
 18 caissons.
 11 travelling and portable forges.
 3 battery wagons.
 260 10-inch shot.
 2,622 8-inch shot.
 950 42-pounder shot.
 670 24-pounder shot.
 200 6-pounder shot.
 4,940 10 inch shells.
 11,235 8-inch shells.
 3,000 spherical case shot of different calibres.
 820 stands of ammunition for siege and garrison service
 2,570 stands of ammunition for field service.
 2,942 percussion-muskets and appendages.

1,887 rifles and appendages.
 470 cavalry musketoons and appendages.
 1,360 Hall's carbines and appendages.
 571 Sharps' carbines and appendages.
 1,465 Colt's pistols and appendages.
 950 percussion-pistols and appendages.
 2,646 cavalry sabres.
 4 horse artillery sabres.
 151 non-commissioned officers' swords.
 123 musicians' swords.
 114 artillery swords.
 2,609 sets of infantry accoutrements.
 862 sets of rifle accoutrements.
 2,385 sets of cavalry accoutrements.
 4,500 sets of horse equipments.
 641,930 cartridges for small arms.
 5,800 pounds of gunpowder.

H. K. CRAIG,
Colonel of Ordnance.

ORDNANCE OFFICE, *Washington, November 11, 1856.*

Statement of the principal operations at the armories and arsenals during the year ended June 30, 1856.

SPRINGFIELD ARMORY,

JAMES S. WHITNEY, SUPERINTENDENT.

The operations at this armory during the year have been as follows :

The Secretary of War having sanctioned a plan for extensive improvements at this armory, and having, through the Ordnance Department, perfected and adopted new models for rifle-muskets and pistols, the operations during the year have been unusually complicated and important. The principal of these are in brief as follows :

FABRICATED.

Model arms.

3 rifle-muskets, Maynard primers, model 1855.
 3 rifle-pistol carbines, Maynard primers, model 1855, nearly complete.
 5 rifle-musket barrels, model 1855.
 1 rifle-musket ramrod, do.
 3 screw-drivers, do.
 3 wipers, do.
 3 ball-screws, do.
 1 tompion, do.

- 2 rear-sights, ranged from 100 to 1,000 yards, model 1842.
- 1 percussion-pistol, altered to rifle-pistol carbine, model 1855.

Musketoons.—Model 1842.

- 500 artillery musketoons.
- 500 sappers' musketoons.

Rifle-carbines.—Cavalry.

- 720 cavalry rifle-carbines, percussion.

Rifle-pistol carbines.

1,003 rifle-pistol carbines, model 1855. An entirely new arm, with 12-inch barrel and false butt. Components for 3,000 more of these arms, with appendages for the same, are in an advanced state of progress.

Appendages.

- 1,183 wipers, rifle-musket, model 1855.
- 7,714 wipers, musket, model 1842.
- 1,000 screw-drivers, rifle-musket, model 1855.
- 9,314 screw-drivers, musket, model 1842.
- 587 ball-screws, rifle-musket, model 1855.
- 8,572 spring-vices, musket, model 1842.
- 750 arm-chests.
- 619 packing boxes.

Musket.—Model 1842.

- 1,001 percussion-muskets, rifled and sighted with long range sights, graduated from 100 to 1,000 yards.
- 208 rear-sights for altered muskets.

A large number of components of arms have been completed to close up the manufacture of the model of 1842.

Rifle-musket.—Model 1855.

- 5,513 guard-plates, forged.
- 6,511 guard-bows, forged.
- 5,974 swivels, forged.
- 8,059 cones, forged.
- 12,493 barrels, forged.
- 101 middle bands, forged.
- 3,721 middle-band swivels, forged.
- 48 lower bands, forged.
- 5,926 band-springs, forged.
- 2,021 ramrods, forged.
- 8,177 bayonets, forged.

buildings have been removed. The work done on these improvements comprises chiefly—

Also a large number of components in progress, with appendages, for the new model rifle-musket.

Components of muskets.—Model 1842.

A large number of parts of muskets of the model of 1842, and of other arms of the same model, have been fabricated and issued to other posts during the year.

Tools.

2,571 for the current service have been fabricated.

Model gauges and tools.

- 7 gauges for altering muskets, model 1842, to Maynard primer.
- 1 mandril, model 1842.
- 2 reamers, model 1842.
- 196 gauges for new model rifle-musket, model 1855.
- 18 hand screw-drivers for new model rifle-musket, model 1855.
- 130 gauges for rifle-pistol carbine in progress.
- 1,870 tools for rifle-pistol carbine in progress.

Machinery.

- 1 swedge drop-hammer for components of arms.
 - 1 shaving machine.
 - 1 sawing machine, (lumber,) vertical saw.
 - 6 rifling machines, (power,) partly completed.
 - 4 rifling machines (hand) for pistol carbines.
 - 1 curving and bending machine for pistol carbines.
- Much time and labor have been expended upon machine fixtures for the new rifle-musket; shop fixtures for operating machinery, pulleys, arbors, hangers, &c., preparing to enter advantageously upon the manufacture of the new model arms.

169,000 muskets in the arsenals have been cleaned and oiled during the year.

Grounds, &c.

The iron fence on the east side of Union square, reported as in progress at the close of the last fiscal year, has been completed; also the wooden fence around the east square.

The armory grounds on the hill, having been substantially and permanently improved in former years, have required but little attention and labor to keep them in order during the year just closed.

New water shops.

To prepare for the construction of the new water shops, five old

- 40,000 cubic yards of earth excavated.
- 22,500 cubic yards of rock cutting.
- 1,277 perches (25 feet each) of stone masonry for retaining wall at coal-house.
- 3,947 perches stone masonry in race-way walls.
- 800 perches stone masonry in race-way wall arches.
- 2,875 perches stone masonry in race laid in cement for arched bridge over Mill river and race-way.
- 594 perches cement stone wall for foundations of coal-house.
- 292,000 bricks laid in cement and mortar for arches, culverts, and coal-house.

A large amount of filling and grading has been done, and much remains to be done.

The plans, estimates, and calculations for the completion of the shops and arrangements of machinery have been carefully revised, inspected, and approved, and the entire improvement is in vigorous prosecution.

HARPER'S FERRY ARMORY,

HENRY W. CLOWE SUPERINTENDENT.

The operations at this armory during the year consisted of the following:

Musket factory.—Arms and appendages fabricated.

- 1,500 bright percussion-muskets altered, rifled and sighted.
- 500 bright percussion-muskets altered, rifled, sighted, and browned.
- 6,702 screw-drivers for percussion-muskets.
- 5,246 wipers for percussion-muskets.
- 1,420 ball screws for percussion-muskets.
- 16,273 cones (extra) for percussion-muskets.
- 35 ball moulds, expanding balls, brass, 69 calibre.
- 5,805 long range rear-sights for percussion-muskets.
- 82 flint-lock muskets, rifled, sighted, and arranged for Maynard primer.
- 99 screw-drivers for flint-lock muskets.
- 1 ball mould for North's carbine, expanding ball.
- 134,495 tools and assorted parts for rifle musket and rear-sights—part finished, and part in various stages of manufacture.
- 2,684 ball screws and cones for muskets altered.
- 3,104 rear sights for percussion-rifles.
- 2,111 tompions for percussion-rifles.
- 367 ball moulds, brass, expanding balls for percussion-rifles.
- 3,179 sword bayonets for percussion-rifles.
- 5,426 parts of sword bayonets, in various stages.
- 59,302 pounds wrought iron blooms and billets, made from scraps.
- 20,836 various parts, forged for rifle-musket, *new model*.
- 71,825 pounds iron rolled, for machinery and components.
- 4,458 pounds brass, cast from scrap for components.
- 195 packing boxes.
- 32 wrought iron shapes for gun-carriage axles.

Machinery fabricated and in progress.

- 2 machines for milling lock-screws, completed.
- 1 machine for slugging barrels, completed.
- 5 machines for rifling barrels, completed.
- 1 heavy drop-hammer for forging components, completed.
- 1 machine for milling breech-screws and ramrods, completed.
- 2 machines for milling screws and guard bows, completed.
- 3 sets of tools for fabricating rear-sights, completed.
- 1 set of tools for altering flint-lock musket to Maynard primer, completed.
- 1 set of tools for altering musket barrels, completed.
- 1 set of tools for bullet-moulds, completed.
- 2 sets of verifying gauges for rifle-musket, in progress.
- 2 machines for rifling barrels, in progress.
- 4 machines for turning barrels, in progress.

Machinery for stocking muskets and polishing barrels, being repaired and in progress.

One power planer, ten feet in length, and one drilling machine, purchased and fitted up.

Many of the tools and machines for the rifle-musket have been fabricated anew, or altered and completed, and put in operation. Other tools and machines for the same purpose are in a forward state of progress. Extensive ordinary repairs of machines, machinery, and tools been effected, preparatory to commencing operations on the new model rifle musket. Very considerable repairs have, also, been made to the tools and machines for fabricating the long range rear-sight for altered muskets, for ball moulds, and altering the percussion-musket. The facilities of the armory, in this last respect, are very great for fabricating a greatly increased number of the long range rear-sight, and for altering the present percussion-musket.

Thirty-one feet of main line, and thirty-eight of counter shafting, with pulleys of cast iron, finished bright, of uniform size, of good quality, and the most approved construction, have been fabricated and put in operation on the first floor of the bell shop; and thirty-eight feet of old counter shafting removed, as unfit for service.

Sixty-five feet of main line and sixty-nine and nine-twelfths feet of counter shafting, with cast iron pulleys, hangers, and white metal journal seats, with pans for catching the oil from the journals, oil cups, cone pulleys, belt shifters, &c., all complete as above; and ninety-eight feet of the old main line, and one hundred and twenty-five feet four inches of the old counter shafting, removed as worn-out, and unserviceable from the second floor of the bell shop.

11 feet counter shafting, fabricated and put in operation, first floor of machine-shop.

$5\frac{5}{2}$ feet of counter shafting, for driving heavy drop-hammers in the tilt-hammer shop, fabricated and put in operation, and the hammers set up and put in operation.

94 feet counter shafting and machinery on second floor of boring mill so improved as to allow the removal of $115\frac{7}{2}$ feet of shafting,

with pulleys, fixtures, &c., and simplify the machinery, economize oil and belting, and reducing the friction equal to the amount removed.

Machinery and fixtures for drawing head gate, at rolling mill, have been completed, and also, for drawing head gates at the tilt-hammer shop and grinding mill. These are of cast iron, and of the most permanent and durable construction.

A large number of cutting, milling, drilling, planing, and rifling machines have been set up, their positions changed, and put in operation in various work-shops of the armory. Very considerable improvements have been made on the stocking-table, and machinery attached to it, and the main line of shafting therefor, in the stocking-shop.

In nearly all the work-shops, extensive repairs have been made to meet the wear of machinery constantly in motion; also, of the tools, fixtures, &c., such as vice-benches, anvil blocks, pipes for air and water, and pumps for supplying water to machines, tilt-hammers, &c.

Buildings.

The new stock-house, reported as nearly completed last year, has been finished, and is now occupied.

The horse shed, occupying a position in the armory yard, near the entrance gate, has been removed to a more suitable site, on a lot outside the yard, on North Cliff street, and disconnected with the armory, and one of smaller dimensions, inside of the yard, under the Baltimore and Ohio railroad, has been put up.

A portion of the floor in the carpenter's shop, which was discovered to be very much decayed, has been removed, and new joists and floor put in.

Slight repairs have been made to the work-shops generally, as well as to dwellings. The armory yard has been filled and graded in some places, and some of the coal bins, under the railroad, have been raised, and stone walls built to support the embankments.

The iron roofs on the shops have all been painted, and the slate roofs, guttering, and spouting thoroughly repaired.

Grounds.

The stone foundation of fence, for protecting and improving the rifle factory, in length about 1,820 feet, has been completed. Nearly all the brick piers have been built, the greater portion of the iron railing and pickets put in, and about 1,100 feet of cut stone coping set on the brick walls. About 4,300 cubic yards of filling has been hauled and deposited upon the yard, to raise it to a proper level.

A new post, rail, and picket fence has been made to enclose that portion of the island above, and attached to the rifle factory grounds. There is of this fence about 100 panels.

The wooden bridge across the canal has been weather-boarded and the frame covered to protect it from the weather.

The slate roofs of the shops at this factory have all been repaired, and the iron roofs newly painted.

5,823 feet of dry wall, varying from one to six feet in height and from two to four feet in thickness, and 4,895 feet of coping, have been built and set on the armory canal.

3,000 feet of excavation and filling made on the north and south bank of the canal.

All of the foregoing walling, filling, and excavation was necessary to protect the banks of the canal from injury by floods, heavy rains, and other casualties.

Rifle factory.—Arms and appendages fabricated.

800 percussion-rifles, steel barrels, 58 calibre, altered for long range.

250 percussion-rifles, steel barrels, 54 calibre, altered for long range.

1,000 percussion-rifles, steel barrels, 58 calibre, in a forward state of alteration.

3,942 appendages for percussion-rifles finished.

35,613 components for percussion-rifles finished.

9,761 components for percussion-rifles in progress.

Many of the tools and machines for the model rifle have been completed and are ready for operation; other tools and machines for the same purpose are in a state of progress, in addition to the following:

4 first-class cutting machines completed.

1 hand turning lathe completed.

1 milling machine for screw-drivers completed.

2 stocking machines thoroughly repaired.

2 rifling machines thoroughly repaired.

Two of the old water-wheels have been removed, and their places supplied by one undershot wheel, 10 feet in diameter and 12 feet wide, designed to perform the service lately performed by the two old ones. This wheel is of wood, with cast-iron shaft, flanches "I" irons and pillow blocks, secured with wrought-iron bolts and nuts. It has two master wheels of cast iron, 10-feet diameter and 8-inch face. The whole is supported by two cut-stone head blocks 12 feet long, $5\frac{1}{2}$ feet wide, and 6 feet high, cemented. The penstock is a cast-iron frame, 21 feet long, 3 feet wide, and 3 feet high, the plank-ing secured by bolts and nuts, with cast-iron gates, racks, pinions, &c., the whole resting on a solid stone bed or wall, grouted and cemented. This wheel drives the machinery in the new finishing shop, and very considerable improvements have been made in the main driving drums, shafts, pillow and head blocks of the same shop.

$40\frac{3}{4}$ feet of counter shafting and machinery in the east end of this shop have been so improved and altered as to dispense with $39\frac{3}{4}$ feet, with all appendages, &c., whereby great saving in oil, belting, and power is effected.

Five feet of counter shafting fabricated and put in operation in ma-

chine shop, and the fixtures for drawing head-gates in this shop have been fabricated and attached.

Considerable repairs have been made in the various shops of this factory to machinery, tools, and fixtures, such as tilt-hammers, pumps, anvil blocks, &c.

In addition to the improvements to the grounds of the armory before recited, the buildings and the fee-simple estate in the land occupied by them, which obstructed the widening of North Cliff street, have been purchased, and the buildings removed, and the street opened the full width to its intersection with Shenandoah street.

The hill side of the reserved ground, lying immediately on and south of Cliff street, overlooking the armory between Washington and Cliff streets, has been graded and terraced as far as the ravine dividing this from the magazine hill. The terraces have been planted with forest trees. This work embraces about 7,000 cubic yards of excavation and filling, 30 perches of stone masonry, and 430 lineal feet of walled culverts and drains.

WATERVLIET ARSENAL,

COMMANDED BY MAJOR JOHN SYMINGTON.

The operations at this arsenal were as follows:

The smiths' shop, partially finished last year, has been completed, except the painting of the exterior walls and the paving of the west wing, and laying the flagging and putting up the iron forges therein. This shop is of brick, on stone foundations, 242 feet long by 47 feet wide; having, also, connected with it brass and annealing furnaces, and office and tool room. The whole covered with metallic plates, and paved with stone flagging. Within this shop, an iron turbine water-wheel, with iron penstock, has been put in operation, which drives the following machines, viz: two atmospheric tilt-hammers, one large geared punch and shears, and one large shears.

Five hundred and twenty-two thousand feet of gun-carriage timber received, inspected, and piled in storehouses.

Necessary repairs have been made to different buildings; new fencing and gates made; and fences, roads, &c., repaired.

Stores fabricated.

- 12 six-pounder gun carriages.
- 12 twelve-pounder mountain howitzer carriages.
- 13 twelve-pounder prairie howitzer carriages.
- 57 field and prairie caissons and forges.
- 10 forty-two-pounder casemate carriages and chassés.
- 2 ammunition carts for prairie service.
- 12 movable iron furnaces for hot shot.
- 10 forty-two-pounder barbette upper carriages.

The above, with implements, equipments, harness, tools, and spare parts complete.

- 200 rounds of twelve-pounder spherical case shot, fixed.
- 102 rounds of six-pounder spherical case and canister shot, fixed.
- 24 rounds of thirty-two-pounder howitzer canister shot, filled.
- 500 stands of eight-inch grape-shot.
- 100 stands of twenty-four-pounder case shot, strapped.
- 50 stands of forty-two-pounder canisters, filled.
- 50 stands of eight-inch sea-coast canisters, filled.
- 150 stands of forty-two-pounder grape-shot.
- 2,480 cap pouches and picks.
- 60 cartridges for ten and eight-inch columbiads.
- 1,450 cartridge-bags for heavy cannon.
- 4,000 cartridges, musketoon ball.
- 3,000 priming tubes, filled.
- 100 signal rockets.
- 2 falls,
- 4 handspikes, } for field and garrison guns.
- 2 slings,
- 2 sets ring gauges for shot and shells.
- 1 twenty-four-pounder cylinder for shot and shells.
- 3 iron (hand) sling carts.
- 20 pounds soft solder.
- 40 pounds black paint.
- 150 pounds olive paint.
- 47 pick-axes.
- 105 boxes for battery wagons and forge stores.
- 95 tin cans for oil and paint.
- 6 sets armorers', blacksmiths', and masons' tools.
- 30 kegs for battery wagon stores.
- 438 packing boxes.
- 14 chisels and dies.
- 1 crane, 1 ratchett drill stock, 12 water buckets.
- 1 machine for bending rings and bands.

Altered or repaired.

- 1,723 twelve and six-pounder strapped shot.
- 1,729 twelve and six-pounder fixed shot.
- 81 3-pounder fixed shot.
- 176 twelve and six-pounder canisters, fixed.
- 534 twelve and six-pounder spherical case shot, strapped.
- 3,640 cannon cartridges, various calibres.
- 385,733 cartridges for small arms.

WASHINGTON ARSENAL,

COMMANDED BY MAJOR W. H. BELL.

The operations at this arsenal during the year have been conducted on the same limited scale as for several previous years.

The following is a list of the principal articles fabricated during the year :

- 4 twenty-four-pounder coehorn mortar-beds.
- 16 six-pounder field gun-carriages.
- 16 travelling forges.
- 20 gunners' quadrants.
- 23 tompions for thirty-two and twenty-four-pounder guns.
- 167 cap-pouches.
- 899 implements and equipments for field, siege, and garrison guns.
- 29 implements and equipments for mortar-beds.
- 103 twelve and six-pounder spherical case shot, fixed.
- 10 ten-inch experimental shells.
- 800 six-pounder cartridges.
- 5,616 six-pounder cartridge bags.
- 31 Hale's rockets.
- 63 Hale's rocket cases.
- 15 pounds quick-match.
- 35,000 cartridges for musket and rifle.
- 930 metal fuses, for spherical case shot.
- 250,000 percussion caps.
- 20 spare poles, ironed.
- 17 pintles and wedges for barbette carriages.
- 2 experimental artillery saddles.
- 50 valises and 25 leg-guards for artillery harness.
- 24 iron straps for pole pads.
- 1 rocket conductor.
- 2 slings and lashings for garrison gins.

ALLEGHENY ARSENAL,

IN TEMPORARY COMMAND OF LIEUT. T. J. BRERETON.

The operations at this arsenal during the year embrace the following:

Articles fabricated.

- 14 six-pounder field carriages.
- 3 twelve-pounder howitzer carriages.
- 64 iron sponge, and leather watering buckets.
- 376 implements and equipments, for artillery.
- 39 oakum wads.
- 2,232 infantry cartridge boxes.
- 6,590 cartridge box and waist belts.
- 2,913 belt plates.
- 6,994 bayonet scabbards.
- 9,356 gun slings.
- 3,193 rifle and carbine cartridge boxes.
- 4,410 rifle and cavalry cartridge box plates.
- 1,644 rifle pouch and flask belts.

- 1,163 rifle-ball pouches.
 - 2,460 pistol cartridge boxes.
 - 1,407 pairs holsters.
 - 13,888 cap-pouches.
 - 15,492 cone-picks.
 - 6,629 cavalry and artillery sabre belts.
 - 330 non-commissioned officers' sword belts
 - 1,431 soft leather caps for holsters.
 - 6,843 sergeants' and musicians' belt plates.
 - 4,225 sabre knots.
 - 1,866 rifle sword bayonet scabbards.
 - 2,976 waist belts, with clasps, &c.
 - 4,381 revolver holsters.
 - 3,202 pistol cartridge boxes.
 - 6,017 carbine slings, and 3,829 swivels.
 - 75 forty-two-pounder cartridges.
 - 28 eight-inch cartridge bags.
 - 636,500 cartridges for small arms.
 - 624,000 elongated bullets for small arms.
 - 30 artillery bridle-bits.
 - 1,050 coupling hooks and straps.
 - 1 elongated bullet-press.
 - 1 rolling machine.
 - 1,679 packing boxes.
 - 95 patterns for castings.
- And the usual quantity of fireworks.
- In addition to the foregoing, much other work has been done, including the following :
- 1 cistern 100 feet long, 14 feet wide, and $13\frac{1}{2}$ feet deep, has been constructed.
 - 2 sheds, each 250 by 20 feet, built.
 - 2 out-houses constructed.
 - 3 old furnaces renewed in the foundry.
 - 4 wells dug and walled.
 - 180 ornamental trees planted.
 - 110 feet of lightning conductor made and put up.
 - Timber-shed torn down and removed.
 - 492 lineal feet of paling put up.
 - 200 windows hung on hinges.
 - 2 flights of stone steps built.
 - 40 feet of stone coping put on walls.
 - 1,100 feet of sewers and gutters constructed.
 - 144 yards of road made.
 - 650 feet water and gas pipes taken up and relaid.
 - 2,360 cubic yards of earth, and 1,000 loads of gravel, hauled and spread on grounds
 - 568 feet copper and tin gutters and spouts made.
- Several thousand muskets and pistols have been cleaned and oiled, and a quantity of rifle ramrods altered for elongated ball.

FORT MONROE ARSENAL,

COMMANDED BY CAPTAIN A. B. DYER.

The operations at this post during the year were as follows :

Buildings.

New timber storehouse. This building is 125 by 30 feet, one story high, of brick, and covered with slate.

Experiments in firing.

66 shots fired from ten-inch columbiad to test carriage and stone platform.

96 shots fired with Dr. Read's projectiles.

14 shots fired from ten-inch columbiad to test Norwegian shell.

33 shots fired to test percussion fuse.

6-pounder wrought-iron gun fired 558 times and bursted.

Articles fabricated.

12 32-pounder barbette gun-carriages and chassés.

189 junk wads for cannon.

205 cartridges—proof charges—for heavy cannon.

44,860 cartridges for small-arms.

7 pounds quick match.

160 signal rockets.

1 set of fireworks.

33 iron pintles and wedges for barbette carriages.

1 set portfire drifts.

9 32-pounder pent-houses.

2 wad moulds, 10 and 8-inch.

Miscellaneous work.

Wharf extended 30 by 47 feet.

90 by 30 feet of old wharf taken up and 400 cubic yards of sand hauled and filled in the same.

200 square yards of macadamized road made, leading to ordnance wharf.

4 small buildings moved to reclaimed ground adjoining ordnance stable yard, and fitted up for laboratory purposes.

Cistern, to contain 1,000 gallons, constructed.

Field battery belonging to Fort Monroe, and tin roof of shop and stable repaired and painted.

280,753 feet white oak timber marked and piled.

Public buildings repaired and painted.

In addition to the foregoing, many small articles, such as tools, &c., have been repaired for use in current service.

NEW YORK ARSENAL,

COMMANDED BY CAPTAIN R. H. K. WHITELEY.

The operations at this arsenal during the year have been as follows:

Articles fabricated.

- 29,960 cartridges, expanding ball.
- 100 pass boxes.
- 241 chocks.
- 889 pounds paint and putty.
- Nails, rivets, tools, chains, hinges, bolts, &c., &c.
- 435 packing boxes and cribs.

Improvements.

- 62 $\frac{3}{4}$ lineal feet of iron fence made and set on wall.
- 1 two-story frame barn built.
- 425 lineal feet of picket fence made and set up on west line of arsenal grounds.
- Stone curbing cut and laid down on mouth of cistern; fire-engine placed in position and a frame house built over it.
- Magazine on glacis of Fort Columbus thoroughly repaired.

Miscellaneous work.

- 29 muskets, sabres, and swords repaired.
- 42 powder-flasks repaired.
- 5,151 pieces white accoutrements blacked.
- 18,233 small-arms cleaned, oiled, and repacked.
- 3,160 bayonet-scabbards cleaned and blacked.
- 1,135 lineal feet iron and wood fence painted.
- 47 gun-carriages and mortar-beds (iron) lackered.
- 430 cannon, 18,616 shot and shells, 224 pieces of skidding, and 1 large crane lackered.
- 1 barge and two boats painted.

The armament of Castle Williams has been repaired and painted; and the guns and projectiles at batteries Hudson and Morton skidded, oiled, and lackered.

Repairs have been made to buildings, roads, pavements, fences, boats, carts, and tools.

7,675 packages of ordnance stores have been received and issued, and 1,029 have been sold.

In addition to the foregoing, the commanding officer of this arsenal has inspected and received from contractors 7,749 small-arms, such as rifles, carbines, revolvers, swords, and sabres; 15,846 parts of small-arms, and 49,065 pieces of accoutrements.

FRANKFORD ARSENAL,

COMMANDED BY BREVET MAJOR P. V. HAGNER.

The operations at this arsenal during the year have been as follows:

Fabricated.

- 257,421 friction tubes for cannon.
 - 2,278 tin packing-boxes for cannon.
 - 200 lanyards and 500 hooks for same.
 - 1,150,000 Maynard primers.
 - 2,500 tin boxes for primers.
 - 2,310,000 percussioncaps.
 - 160 canvass bags for percussion-caps.
 - 255 fulminate of mercury, pounds of.
 - 175 pounds of friction powder.
 - 7,600 cartridges for musketoons.
 - 1 set of cannon inspecting instruments.
 - 5 sets of inspecting instruments for shells.
 - 13 lifting-jacks for field service.
 - 30 pendulum hausses for field guns, &c.
 - 1,800 rifled muskets, with self-priming locks and chambered breech-pieces, altered from flint lock, model 1822.
 - 1 drilling machine for putting sights on muskets.
 - 2 screw-presses for making primers.
 - 2 rifling machines, with double sets of cutters, cutting three grooves in three barrels each at the same time.
 - 1 set of small scales for office.
- Tools, packing-boxes, and office cases made and repaired.

Miscellaneous work.

6,960 flint-lock muskets received from Mount Vernon arsenal in August last, (injured in transportation by leakage of the vessel,) overhauled and cleaned, and the irreparable selected.

Public buildings and fences repaired and painted, a steam gauge attached to engine, and the governor altered and repaired.

A brick addition, 34 by 12 feet, with tin roof, made to coal-shed.

90 feet of river wall taken down and rebuilt.

525 square yards of brick pavement relaid.

3,600 barrels of powder, 4,000 sets of parts for altering muskets, 2,000 saddle blankets, 3,339 horse brushes, and 2,593 currycombs inspected and received.

The alteration of flint-lock to "self-priming rifle-musket," commenced last year, is proceeding satisfactorily, and as fast as the new parts can be furnished by the contractors.

The new machines and processes introduced for this work give very satisfactory results. The breeching machine starts the thread very

uniformly, and saves a large part of the manual labor heretofore necessary, and, for the first time in such work, secures a perfect interchange in this part, so that no selection of pins is requisite. By champering the end of the pin, a perfect junction of the interior of the bore and chamber is obtained, leaving no space for the collection of dirt, and keeping the screw threads perfect.

The rifling machines, receiving three barrels and cutting three grooves at the same time, have the advantage of expediting the work performed by each man and machine, and thus saving expense and shop room; and also do the work better than can be done in machines having a single cutter, as the lands of the barrel are untouched during the process and come out with their original polish, thus rendering unnecessary all subsequent polishing. Forty-eight barrels have been completed by one machine in a little less than ten hours, and 249 in six successive days—the attendant sharpening his cutters at times, and changing his rods when necessary.

The friction tubes for cannon continue to give the best results in service, and satisfactory reports have been received from those sent to China upon trial last year.

A few reports only have been received of trials in service of the Maynard primers as now made. These have all been as satisfactory as were those reported last year.

ST. LOUIS ARSENAL,

COMMANDED BY BREVET MAJOR G. D. RAMSAY.

The principal operations at this arsenal during the year have been as follows:

Fabricated.

- 2 mountain howitzer carriages, complete.
- 10 pendulum hausses for field guns.
- 30 tangent scales.
- 40 vent covers for 6-pounder guns.
- 150 cannon lock pins and screws.
- 12 lanyard hooks.
- 10 muzzle-sights for cannon.
- 59 tompions and collars for cannon.
- 574 shells and spherical case shot, strapped.
- 818 shells and spherical case shot, fixed.
- 100 picket pins.
- 300 pounds mealed powder.
- 2,254 cartridges for cannon.
- 4,442 cartridge bags for cannon.
- 2,101,300 cartridges for small-arms.
- 54,974 pounds elongated balls for small-arms.
- 5,320 priming tubes filled.
- 600 yards of quick-match.
- 542 signal rockets.
- 8,082 paper fuses.

- 381 parts for field carriages.
- 1,535 irons for leather traces.
- 60 canisters for 32-pounders.
- 272 cartridge blocks for 32-pounder howitzer.
- 550 rocket cases and 800 sticks.
- 3,024 sabots for field guns.
- 5,546 cylinders and caps for field ammunition.
- 2,845 priming tubes, empty.
- 1,000 fuse plugs.
- 1 sling cart.
- 330 pounds paint, assorted.
- 189 tools and implements.
- 15 iron bedsteads.
- 1 desk.
- 5 lightning rods.
- 1 water tank.
- 2 wagon poles.
- 2,884 packing boxes.

Miscellaneous Work.

- 6 12-pounder mountain howitzers, cleaned and oiled.
- 3 field-carriages, painted.
- A large quantity of artillery implements repaired, cleaned, painted, &c.
- 12 sets harness repaired.
- 1,060 spherical case shot and shells lackered.
- 200 small-arms repaired, cleaned, and oiled.
- 34,200 cartridges for small-arms, altered.
- 3 limbers and trails, and 6 artillery wheels repaired.
- 150 leather traces, ironed.
- 1 sling-cart, 15 iron bedsteads, and 1,737 packing boxes, painted.
- 1 bullet machine, set up.
- 1 balance (16,000 lbs.) set up.
- 5 lightning-rods, set up.
- 1 rolling-machine and shafting, set up.
- 2,778 sets of horse equipments inspected, received, and issued.
- 5,226 boxes ordnance stores received and issued.

The amount of stores received and issued during the year has been very large, and a great deal of work has been done in packing, examining, and counting the same.

The arsenal grounds and buildings have been improved, repaired, and kept in good condition.

WATERTOWN ARSENAL,

COMMANDED BY CAPTAIN R. A. WAINWRIGHT.

The principal operations at this arsenal during the year have been the construction of carriages for heavy artillery, the preservation and improvement of machinery, work-shops, public buildings, and grounds; the issuing and receiving of ordnance and ordnance stores, viz :

Articles fabricated.

- 10 8-inch columbiad carriages and chassés.
- 20 42-pounder barbette carriages and chassés.
- 417 manœuvring and truck handspikes.
- 601 implements for artillery.
- 337 cannon wads.
- 53 cannon cartridges.
- 547 cannon cartridge bags.
- 5,000 musket cartridges.
- 30 elevating jacks.
- 20 sets of iron work for columbiad carriages.
- 1,041 8 and 10-inch sabots.
- 814 8-inch shell straps.
- 30 tompions for garrison guns.
- 25 stands of 42-pounder canister shot.
- 200 pounds of horse-shoes.
- 770 pounds of paint.
- 88 packing boxes.
- 2 hand lathes.
- 1 machine for boring heavy timber.
- 1 vertical saw frame, rebuilt.

Miscellaneous Work.

- 136,200 cartridges for small-arms, altered.
- 24,352 feet carriage timber inspected and piled.
- 14 barbette carriages and chassés repaired.
- 265 naves for carriages, turned and painted.
- 11,559 shot and shells, lackered and piled.
- 11 heavy cannon cleaned, lackered, and skidded.
- 6,000 rifle ramrod-heads, forged.
- 5,468 yards painting put on buildings.
- 3,083 yards whitewash put on buildings and fences.
- 1,656 square feet flooring laid in barracks.
- 26 heavy guns, and 5,461 shot and shells received from the foundry; and various stores received from other arsenals. And a great number of guns and carriages issued to California, and various stores to arsenals.

BATON ROUGE ARSENAL,

COMMANDED BY CAPTAIN J. T. RODMAN.

The principal operations at this arsenal embrace the following :

Fabricated.

- 9 sponges, rammers, and staves.
- 3,752 shells, spherical case shot and canisters, fixed.

- 250 six-pounder cartridges.
- 1,000 six-pounder cartridge bags.
- 478,200 cartridges for small arms.
- 5,200 pounds bullets, for Colt's pistols.
- 2,780 paper fuses.
- 2,500 fuse plugs.
- 2,213 sabots and cartridge blocks.
- 275 parts and implements for small arms.
- 210 pounds paint and putty.
- 521 packing boxes and 19 tin cases.
- A variety of tools for current service.

Miscellaneous work.

- 69 sabres and tools repaired.
- 389,000 flint-lock cartridges altered to percussion.
- 2,919 rounds field ammunition examined and repacked.
- 380 rifle ramrod-heads, altered.
- 1,340 small arms cleaned, oiled, and repacked.
- 1 set of tools for travelling forge and battery wagon, cleaned and oiled.
- 728 pounds laboratory paper, varnished.
- 1,126 ammunition packing boxes, painted.
- 200 ammunition packing boxes, enlarged.
- 11,025 feet lumber received, piled, &c.
- Experiments made with spherical case shot.
- All gun carriages at the arsenal painted and stored in new artillery storehouse.
- 1,662 packages of stores issued, and 348 received.

Buildings.

The artillery storehouse 200 by 50 feet, two stories high, completed.
Walls of magazine painted.

CHARLESTON ARSENAL, COMMANDED BY CAPTAIN C. P. KINGSBURY.

The principal operations at this arsenal during the year may be stated as follows:

Fabricated.

- 65 signal rockets.
- 3 six-pounder sponges and rammers.
- 2 wheelbarrows.
- 1 office book-case.
- 1 frame for turning lathe.
- 1 handbarrow for muskets.
- 1 frame for signal-bell.
- 5 packing boxes.

Other work.

- 360 percussion rifles taken apart, cleaned, and oiled inside of barrels and rods; lock-plates and springs polished, defective parts replaced, and the whole re-assembled and packed.
- 840 percussion muskets taken apart; bands, barrels, bayonets, guard-bows, guard-plates, and lock-plates polished and oiled, and the whole re-assembled and prepared for issue.
- 350 cubic feet of earth hauled, filled into square and turfed.
- 550 yards of wire-fence constructed, and other fences and gates repaired.
- 2 barbette carriage wheels repaired.
- 2 pumps overhauled, and extensively repaired.
- 1 choking machine added to laboratory.
- 40 thirty-two pounders cleaned and oiled at Fort Sumter.
- 10 turning tool handles made.
- 23 fence posts turned, painted, and planted.
- 2,100 superficial feet of enclosing wall repaired, joints cleaned out, and repointed.
- 5 formers made for laboratory.
- 13 sets artillery harness for four horses cleaned, oiled, and re-packed.

The enclosing wall of magazine has been slightly repaired and pointed; the engine-house has received two coats of paint, and parts of quarters have been repaired and painted, and the joints, cocks, and fastenings of the water-pipes partially renewed.

After the abandonment of Castle Pinckney by the city, the stores there were overhauled and inventoried, and the place restored to order and cleanliness. The usual guard and night watch have been kept up throughout the year.

Stores have been issued to the New York arsenal; Fort Marion, Florida; Fort Pulaski, Georgia; Fort Moultrie, South Carolina, and to the State of Alabama.

MOUNT VERNON ARSENAL.

COMMANDED BY CAPTAIN J. GORGAS.

The following have been the principal operations during the last fiscal year:

Fabricated.

- 1 pile driver for piles at wharf.
- 19 pent-houses.
- 1 cart, with iron axle.
- 1 set of harness for two horses.
- 1 set of trunnion chains with 10-inch rings.

- 1 cooper's tenace.
- 1 bullet mould for grooved balls.
- 1 lock.
- Table, bookcase, and desk for office.

Altered to percussion.

- 131,000 musket, buck, and ball cartridges.
- 100 muskets, second class, N. A. Brown.
- 1 Hall's rifle, for trial.

Machinery.

- 1 foot and power lathe, with tools complete, for turning wood and iron, and for screw cutting, has been purchased, and put up in armorer's shop No. 2.

Quarters No. 2 have been painted throughout, and are now in good order; 30 feet new conductor made and placed there. A new wharf has been built, with a front of 30 feet on the river, having a landing for high and for low-water, and a footway 10 feet wide, running back to the warehouse. This building has been put in good order; the old brick floor taken up, and replaced by flooring of 3-inch plank, and inside casings to windows made; the exterior cement washed, wood-work painted one coat, and lettering renewed.

A brick culvert, 3 feet in the clear, was built last summer on the road to the landing, and swept away by the autumnal rains. This has been replaced by a small iron bridge, resting on brick abutments.

The hydraulic ram, proposed in the estimate for 1855 and 1856, has been placed in the spring outside the walls, and a cistern and cistern-house built in the centre of the parade. The supply furnished has reached about 3,000 gallons in twenty-four hours; the water is raised 135 feet from the ram into the second story of the quarters, and the length of the main supply-pipe is 1,200 feet.

The garden, stables, men's kitchen, officers' kitchen, barracks, and quarters No. 1, are now amply furnished with water from this source, and the surplus water supplies a fountain in the centre of the parade.

Pipes to quarters No. 2, and to the guard-house and hospital, are still being laid, at a trifling expense. The cost of the whole apparatus will but little exceed the estimate formerly made for a cistern at the stables. Objections occur to the use of small iron pipes in conveying the water; it becomes highly impregnated with the iron.

A shed for wagons and mules, 60 feet front, with wings running back 30 feet, has been built of timber, and five stalls and a carriage-room constructed in the wings.

A rough shed, to be covered with boards, 75 feet by 24 feet, for the storage of timber and wood, is in progress in the lumber yard.

A brick and wood floor has been laid in the blacksmith's shop, and one forge taken down and rebuilt for the welding of long pieces of iron. One thousand feet of board fence, 5 feet high, has been put up around field outside of walls.

The out-houses at the stables have been repaired throughout with

new sills, and brick pillars substituted for the wooden supports, and the stable yard fence moved and yard enlarged.

An addition has been made to the new garden, the old one having become almost useless from the cocoa grass. One thousand loads of earth and gravel hauled on the enclosure, and one hundred and fifty trees set out.

Stores have been issued to the State of Alabama, and to the forts in Pensacola harbor,

NORTH CAROLINA ARSENAL.

COMMANDED BY BREVET MAJOR T. T. S. LAIDLEY.

The principal operations at this arsenal during the fiscal year were as follows:

Southwest tower.—Roof put on, covered with copper; floors laid down; ceilings, stairs, railings, and partitions put up; walls plastered and finished with hard finish; doors made and hung; woodwork painted two coats.

Officers' quarters, No. 2.—Front portico erected; outside door frames, with pilasters and cornice, put up; fan and side lights made and put in; doors made and hung; ceiling of piazza put up and painted; window sashes oiled; piazza floor painted; 553 superficial feet of stone cut for main gateway.

New floor put in basement of officers' quarters No. 1.

12 iron clamps made for portico of officers' quarters.

824 stonecutter's tools sharpened.

403 pounds of old spikes drawn out into nails.

59 feet of brick covered drain constructed.

1,733 feet of boundary fence repaired.

198 feet of garden fence painted.

Doors and window frames and sash of stables, carpenter's shop, blacksmith's shop, paint shop, carriage storehouse, and armorer's shop, painted two coats.

Parapets of northeast and northwest towers pointed and painted.

Carts repaired; earth hauled and put on square; powder in magazine aired and rolled; underbrush in grove cut down and cleared; grass in square mowed; buildings policed and ventilated.

Night and Sunday watch kept.

II. K. CRAIG,
Colonel of Ordnance.

ORDNANCE OFFICE,

Washington, November 11, 1856.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 1, 1856.*

SIR: I have the honor to submit the annual report from this Department, showing the duties performed by the several squadrons, the present condition of the service, with recommendations of further legislation.

SQUADRONS.

The new steam-frigate Wabash, Captain Frederick Engle, the flag-ship, the sloops-of-war Saratoga, Commander E. G. Tilton, and Cyane, Commander R. G. Robb, form the Home Squadron, which is still under the command of Commodore Hiram Paulding. To this force the steamer Fulton will again be added so soon as repaired sufficiently for service. The frigate Potomac, recently the flag-ship of this squadron, has, since my last report, been put out of commission, and her crew and most of her officers transferred to the Wabash.

This ship, with Commodore Paulding on board, having visited San Juan del Norte, for which place she sailed from New York on the 28th November, 1855, for the purposes mentioned in the last report, arrived at Havana on the 20th of January, in company with the Fulton, which had also been despatched to San Juan. On the 22d of March they were joined by the Saratoga and Cyane, which had been on a cruise among the Windward Islands. The squadron, after making a short cruise, separated; the flag-ship, in company with the Saratoga, running down to windward as far as St. Thomas, whence the Potomac sailed to Key West, and the Saratoga to San Juan, and thence to Aspinwall, where she arrived July 23d, and has been stationed for the purpose of protecting our interests in that region. She will be soon relieved by the Cyane, which sailed from Boston on the 5th of November. This latter vessel, after separating from the squadron at Havana, and making a cruise in the Gulf of Mexico, arrived at Boston on the 9th of August, to which port she returned on the 17th October, after having been to the eastward as far as St. John's, Newfoundland. The Fulton having visited Balize and the Bay of Islands, touching in at Key West, proceeded to Washington, and arriving there on the 30th of June, was temporarily put out of commission.

It having been represented that American citizens were arrested by a foreign Naval force in their progress across the Isthmus, at San Juan del Norte, orders were issued to Commodore Paulding, on the

13th of May, to proceed to that port immediately. With a view to despatch, the Commodore's flag was transferred to the steam-frigate *Susquehanna*, Captain J. R. Sands, then fitted out for the Mediterranean. The delicate and important investigation was prosecuted at San Juan by Commodore Paulding with commendable zeal and prudence. The circumstances which gave rise to temporary misapprehension were satisfactorily explained, and Commodore Paulding returned to the Potomac, at Key West, after looking in at Aspinwall. The *Susquehanna* proceeded thence to the Mediterranean.

The *Wabash* left Philadelphia on a trial trip on the 8th of September, for New York, whence, having taken on board her supplies, she proceeded to Portsmouth, New Hampshire. At this place she received on board the President of the United States, and conveyed him to Annapolis, Maryland. She sailed from New York on the 28th November for Aspinwall.

The Brazil Squadron, Commodore French Forrest, consists of the flag-ship, the frigate *St. Lawrence*, Captain J. B. Hull, now on her way out, and the sloop-of-war *Germantown*, Commander Wm. F. Lynch, for whose return to the United States orders were sent on the 31st of October, ult. It is designed that the sloop-of-war *Falmouth* shall join the squadron in a few weeks. The frigate *Savannah*, Commodore Samuel Mercer, late the flag-ship, for whose return orders were sent out on the 10th of July, arrived at New York on the 27th of November. The brig *Bainbridge*, which till lately formed a part of this squadron, returned to Norfolk, Virginia, on the 11th of September, under the command of Lieutenant C. F. M. Spotswood. The store-ship *Relief*, Lieutenant Commanding J. W. Cooke, returned to New York on the 12th of July, and sailed again for the station on the 6th of September with stores for the squadron. Nothing of material interest has occurred on the Brazil station during the past year, although the vessels have been actively cruising.

Commander T. J. Page, having completed the survey of the river La Plata and its different affluents, returned with the United States steamer *Water Witch* to the United States, entering the port of Washington on the 8th of May last. The very interesting accompanying synoptical report of Commander Page gives full information of the course of the surveys, the charts of which are now being prepared for publication.

The Mediterranean Squadron, Commodore S. L. Breese, consists of the flag-ship, the frigate *Congress*, Commander Thomas T. Craven, the sloop-of-war *Constellation*, Captain Charles H. Bell, and the steam-frigate *Susquehanna*, Captain J. R. Sands. This last vessel joined the squadron in July. The steam-frigate *Saranac*, Captain J. C. Long, which had been on the station nearly three years, returned to the United States on the 26th of June, arriving at Philadelphia. The store-ship *Supply*, Lieutenant Commanding David D. Porter, is in the Mediterranean, still engaged in special service under the War Department. The vessels of this squadron have shown the flag at many ports in the Mediterranean where American commerce makes its appearance.

The African Squadron, Commodore Thomas Crabbe, is composed of the flag-ship, the sloop-of-war Jamestown, Commander James H. Ward, the sloop-of-war St. Louis, Commander John W. Livingston, and the brig Dolphin, Commander Edward R. Thomson. The sloop-of-war Dale, Commander William McBlair, returned from this station January 11th, entering Norfolk, Virginia. The reports from this squadron are favorable as to its health and activity.

The East India Squadron, Commodore James Armstrong, is composed of the flag-ship, the steam-frigate San Jacinto, Commander Henry H. Bell, the sloops-of-war Levant, Commander William Smith, and Portsmouth, Commander A. H. Foote. This latter vessel left Norfolk May 3d, and arrived at Hong Kong on the 29th of August. The steam-frigate Powhatan, Captain W. J. McCluney, arrived at Norfolk from this station on the 13th of February; the sloop-of-war Macedonian, Captain John Pope, (the flag-ship of the late lamented Commodore Abbot,) at Boston on the 7th of August; and the sloop-of-war Vandalia, Commander T. R. Rootes, at Portsmouth, New Hampshire, on the 30th September, and were all put out of commission.

The San Jacinto, on her passage to Hong Kong, put in at Palo Penang for the purpose of receiving on board Townsend Harris, Esq., Consul General to Japan, and conveying him to Bangkok, Siam, with which government he was charged with special business by the State Department. After having completed this, the San Jacinto proceeded to Hong Kong, and, at last advices, was about starting for Simoda, Japan, for the purpose of affording a passage to Mr. Harris to that place. She will then proceed to Shanghai, to join the Levant, which has been sent there from Hong Kong with our Commissioner to China, (Dr. Peter Parker,) who was desirous of visiting the intermediate ports at the North.

The Pacific Squadron, Commodore William Mervine, consists of the flag-ship, the frigate Independence, Commander Henry K. Hoff, the sloops-of-war John Adams, Commander Edward B. Boutwell, St. Mary's, Commander T. Bailey, Decatur, Lieutenant Commanding Edward Middleton, and the steamer Massachusetts, Commander Samuel Swartwout.

The Independence left San Francisco in the middle of January, and proceeded on a cruise to the southward, via the Sandwich Islands, for the purpose of ascertaining whether guano was to be found on an island, the location of which had been confidentially communicated by a company of gentlemen, and one or two old and experienced sea-captains, who personally gave assurance that it abounded in guano. She arrived at the designated point on the 11th of March. Commodore Mervine reports that, owing to heavy breakers, all his efforts to land were baffled. This is deeply to be regretted; for, although he states that, as seen from the ship, the island was mantled over with a luxuriant vegetation, and expresses an opinion adverse to the sanguine hopes and expectations of the agricultural community, still there seems to exist an unsatisfied state of the public mind, because of the absence of actual personal examination. It is possible that the difficulty of effecting a landing may not exist at all seasons of the year.

It is, therefore, recommended that another—smaller national vessel—a steamer—be sent to visit the island at a different season of the year, so soon as the state of affairs at Panama, and on the coasts of Washington and Oregon, will permit such a vessel to be spared. Arriving at Valparaiso on the 20th of June, the Independence proceeded to Panama, where she is for the present stationed.

The St. Mary's, having cruised among the Marquesas, Society, Navigators', and Feejee Islands, arrived at Panama early in May, where she has remained since that time, Commander Bailey having, on several occasions, had it in his power to be of great assistance to our commerce and citizens during political excitements at that place.

I have deemed it my duty to retain the Independence and St. Mary's at Panama, and a sloop-of-war at Aspinwall, to afford protection to the persons and property of the thousands of our countrymen crossing the Isthmus, from the violence of an ungoverned population. I am assured that their presence alone has prevented a repetition of the horrible tragedy of the 15th of April last.

The John Adams, after an active cruise, returned in the latter part of May to San Francisco, where she remained for some time, her presence being esteemed convenient for the public interest.

The Decatur and Massachusetts have been actively employed in suppressing Indian disturbances in Washington Territory, and with the aid of the coast survey steamer Active, Commander J. Alden, were of great service in those troubles, so disastrous to the enterprising pioneers in that distant and very sparsely settled region. The United States steamer John Hancock was also temporarily employed in this service, under the command of Lieutenant David McDougal.

It is my opinion that the interests of our country would be promoted, and could be much better protected, by having two Pacific squadrons instead of one, as at present; and I recommend that, as soon as a sufficient number of vessels can be assembled in that ocean, this additional squadron be established. Our commerce there has increased rapidly, and is now very large. The States of Central America are growing daily in importance. Their peculiar position is causing them to attract the attention of the world. The trade on the extensive coast of South America is very considerable. The islands scattered in that sea are full of interest, and then there are California, Washington, and Oregon. The least reflecting mind will appreciate at once the value of this suggestion; which, I trust, will, ere long, be consummated, as the Navy Yard at Mare Island, California, will soon assume its position among the most useful and complete yards in the country. The chief difficulty of keeping permanently a large number of vessels in the Pacific will originate in the impossibility, for some few years, of procuring seamen on that coast. I have recently, however, transported a full crew to Aspinwall in the steam-frigate Wabash, and have made a contract, very reasonable in its terms, for their passage across the Isthmus, and for the return of the relieved crew. If this experiment is found to work well, it will facilitate the proposed plan very much, and contribute largely to the ability of the government to protect our Pacific possessions.

I have recently directed that search be thoroughly made in our

forests on that coast, with a view to ascertain its ability to supply ship timber.

The Expedition for the survey and reconnoissance of Bhering's Straits, the North Pacific Ocean, and China Seas, having completed its work, Commander John Rodgers, who had charge of it, returned with the Vincennes to New York, July 13. The Fennimore Cooper was turned over to the Navy Yard at Mare Island.

DEEP-SEA SOUNDINGS—SUBMARINE TELEGRAPH, ETC.

In addition to the duties performed by the vessels of the several squadrons, as above set forth, there are others executed, or in progress of execution, possessing sufficient interest to be worthy of a place in this Report.

The indefatigable Superintendent of the Naval Observatory, not content with aiding commerce and the untaught mariner, by pointing out the safest and shortest tracks on the ocean, where friendly winds and currents may be found; nor yet with the contributions to the intelligence of the country, resulting from observing the stars of the heavens, has, for some time past, thought it not visionary to urge upon the public attention a new study, denominated by Baron Humboldt the "Physical Geography of the Sea." He had, also, been so bold as to insist that, whenever a survey could be made of the bottom of the ocean, between Newfoundland and Ireland, it would be ascertained that such were the moderate depths—such the perfect repose there, and absence of abrading or disturbing currents, that telegraphic wires could be laid as safely and successfully as upon land.

Lieutenant Brooke, of the Navy, had invented a most ingenious, yet simple contrivance, in connexion with the shot used, by which the moment it touched the bed of the ocean, it became detached, and carefully took up specimens of whatever it came in contact with, and brought them up safely to the operator. Many of our enterprising countrymen, very naturally desirous of seeing accomplished so grand an undertaking, were anxious that all doubts of practicability should, if possible, be removed by actual observation and examination.

There was an Act passed in 1849, giving authority to the Secretary of the Navy to use national vessels for "testing new routes and perfecting the discoveries made by Lieutenant Maury in the course of his investigations of the winds and currents of the ocean." I confess I felt some pride in having the science and Naval genius of our own country to continue foremost in these great ocean surveys, and in illustrating the practicability of so grand a conception as harnessing the lightning, and making it obedient beneath the profound depths of the great sea which Providence has placed between the Old and the New World. There was no difficulty in finding a competent officer. Lieutenant Berryman, of large experience and established reputation in deep-sea soundings, full of that enterprising spirit so characteristic of American Officers, was not only ready, but earnestly solicitous and eager to be permitted to execute the task, assuring the Department that, with a few officers and a very small crew, he could accomplish it

in a few weeks, without inconvenience to the service. The small steamer *Arctic* was lying idle at the Brooklyn Navy Yard, and pronounced suitable. The order was issued, and Lieutenant Berryman, accompanied by Lieutenant Strain, Passed Midshipmen Mitchell and Thomas, Midshipman Barnes, and a few men, left New York on the 18th of July, crossed the ocean, and returned on the 14th of October, bringing with him abundant supplies of curious and interesting specimens from the bed of the ocean, and at the same time beautiful charts mapping out its various depths, at distances of thirty, forty, sixty, and one hundred miles. In order to make his soundings approximate accuracy as nearly as possible, Lieutenant Berryman returned in the same latitude, and re-examined points where he had doubts. The length of the route surveyed is about 1,600 miles; the greatest depth found was 2,070 fathoms, (about $2\frac{1}{2}$ miles,) the average, however, being much less. These charts and specimens have been turned over to the Naval Observatory. The Superintendent has already caused the specimens to be analyzed, and in the hands of a learned professor, whose report is before me, they are made to tell much of the character and mysteries of that ocean-covered region. He thinks the appearance of the minerals "indicate that they have been quietly deposited from gentle currents, and not subsequently disturbed."

It is affirmed now, that the developments of this survey corroborate the suggestions of scientific investigators, and establish the practicability of laying wires successfully on the bed of the sea.

I will leave it to others, Sir, to lift the veil of the future, and to picture to the mind of the curious and speculative the influence to be exerted by such an event upon commerce and trade, upon peace and war, and the relationship of nations.

These deep-sea soundings—this study of the winds and currents and temperature of the ocean—these gradual approaches to greater familiarity with the wonders of the great deep, are pregnant with incalculable usefulness to those who conduct mighty navies, as well as all who "go down to the sea in ships."

Thus, Sir, the Navy, although small, is contributing its share to the defence and the reputation of the country. Our flag visits the most remote, as well as the most frequented ports. The reports from Commanding Officers show numberless unpublished cases of relief to our countrymen, oppressed in islands and ports, whose governments have no rank among nations, and are irresponsible.

A considerable number of Officers are engaged in useful hydrographical duty in connexion with the Coast Survey; others are preparing charts of the North Pacific and Bhering's Straits; while others are soon to present us with the results of explorations of rivers and harbors in South America.

ORDNANCE AND GUNNERY—PRACTICE-SHIP.

I know of no part of the service more entitled to the liberal patronage of the government than Ordnance and Practical Gunnery. If the Navy be, indeed, the "right arm of defence," as is so often repeated, it may, with great force, be added, that her guns and ordnance appli-

ances are the main sinews and arteries, the neglect of which would soon render it feeble and palsied. Our national ship may attract admiration for the strength and beauty of her model, and the graceful ease with which she glides on the water; her men may be patterns of discipline, and her Officers the bravest and best; yet all this will avail nought in the dread hour of battle, if either her guns refuse to be faithful messengers, or are managed by those who are untaught in practical gunnery. Americans are adepts in the use of the rifle and the musket from their boyhood, and when thrown into the field, no matter how suddenly, they are skilful, and their aim is as fatal as that of the trained soldier. Of course the case is very different in regard to the management of cannon, weighing thousands of pounds, upon a disturbed sea. In the British service they have their Gunnery Practice-Ship, where officers and men are trained to the use of cannon as thoroughly and as regularly as the soldier is drilled in the Army. *We* have thus far relied upon practicing at sea, and selecting from the crew for Captains of guns those who may, from experience, be found best fitted. It is amazing, indeed, that notwithstanding the importance of disseminating through the service a thorough knowledge of gunnery, no system for that purpose has ever been adopted. It is true that the orders of the Department of early date, requiring practice at sea, are now much respected by the officers, and executed with unusual fidelity; and Captain Ingraham, the Chief of the Ordnance Bureau, states, that "the reports from Commanders of squadrons, and single ships, continue to show great attention on the part of the officers to the general preparation for battle, and to the instruction of the men in practical gunnery, and afford evidence that the armaments and ordnance equipments of our vessels are efficient and satisfactory;" still I believe it is conceded by all officers that some system is needed to improve this part of the service. Surely no man-of-war should go to sea without a certainty of having a supply of seamen qualified, by training, for being captains of guns; and, in my opinion, a vast improvement would follow if none went to sea without an officer designated especially as the Ordnance Officer of the ship.

An effort is now being made to initiate a system as far as it can be done in the absence of legislation. The Plymouth sloop-of-war is now at the Washington Navy Yard, placed under the command of Commander Dahlgren, and is being fitted out thoroughly for the purpose of a "Gunnery Practice-Ship." A few officers at present, and a number of select seamen, will be assigned to her, and she will bear an experimental armament of heavy and light guns. Under proper regulations and training, the hope is confidently indulged that this Practice-Ship will annually turn off seamen thoroughly trained to the management of heavy ordnance in storm and in calm; and that our men-of-war may be supplied with officers and men familiarized with all the appliances of these great engines of destruction. I commend this subject to special consideration and encouragement, and have no doubt, that, when enlarged, and aided by the suggestions of experience, this Gunnery Practice-Ship will prove an invaluable acquisition to the service.

The recent changes in the armament of our vessels call for a some-

what detailed statement from the Department on that subject. In many of those most remarkable conflicts in which the American Navy won its proudest trophies, it is well settled that the superiority of the calibre of our guns contributed very much to the successful overpowering of the formidable adversary.

In consideration of the comparative strength of our Naval force, it becomes vastly important that we should call into exercise the inventive and suggestive genius of our countrymen; and strive not merely to keep pace with, but, if possible, in advance of others in the character of our engines of destruction in war. In this matter the Ordnance Bureau has not been idle. The progress in improving, modifying, and enlarging the guns of the service has been cautious and gradual, yet steady and impressive.

The experimental establishment at the Washington Navy Yard, has been for many years an admirable adjunct to the Bureau. Having at its head an officer of a high order of intellect and indefatigable energy, aided by a small corps of assistants, the Department has found it a shield of protection against the introduction of the novelties of visionary inventors. No innovation has been recommended until subjected to the severest tests; yet progress, and an eagerness to be in the foreground of improvement, have been manifest. The recent adoption on the new frigates of the 9, 10, and 11-inch shell guns to the exclusion of shot, was by no means inconsiderately or hastily made.

It was suggested by Commander Dahlgren, in 1850, that he could "exercise a *greater* amount of *ordnance power with a given weight of metal*, and with more safety to those who managed the gun, than any other piece then known of *like weight*."

Commodore Warrington, then at the head of the Bureau of Ordnance, ordered the guns proposed. The proving and testing continued during the years 1852, 1853, and 1854. The points of endurance and accuracy were specially examined. The first gun stood 500 rounds with shell and 500 with shot, without bursting; and subsequently other guns were proved to the extreme, and endured 1,600 and 1,700 rounds without bursting. Shells have been adopted because they are deemed preferable, not because of any apprehension that shot cannot be used in these guns with perfect security, that point being settled by actual experiment. This fact is said to be attributable to the circumstances of there being thrown into the breech a very considerable additional weight of metal. If, therefore, it is at any time contemplated to attack the solid masonry of fortifications, several feet in thickness, solid shot can be used, although recent developments in the late European wars will hardly encourage such assaults to be often undertaken. It is probably true, as alleged, that as solid shot are driven by a larger charge of powder, their power is thereby proportionally greater; and that on striking a ship, they may pass entirely through her, thus exposing her to the consequences of two serious breaches. These openings made by solid shot, however, are often easily repaired, even during an action. But if a vessel is struck and penetrated by one of these monster shells, which carries within itself the elements of explosion, one can hardly conceive of the crashing of timbers and the havoc and destruction which must

inevitably ensue. And thus the work of one shell would be more fatal and disastrous than that of many shot.

In addition to this heavy armament, our national vessels have, for a few years past, been supplied with boat guns—brass pieces, 12 and 24-pounders. They are truly formidable, and, under the management of trained men, are often discharged ten times in a minute. They are so constructed as to be easily placed in small boats, which can thus enable an approach to the enemy at points inaccessible to the large vessel, and when landed can be managed with facility and fatal effect. The reports of their great service recently in China very forcibly illustrate their great advantage as a portion of a ship's armament.

But I forbear to pursue this subject, leaving it in the hands of able Ordnance Officers. The cautious and sound judgment of the late Commodore Morris approved the new Ordnance. The six new frigates presented at once the question of supplying them with the guns after the usual old model, or in accordance with the suggestions of our able Ordnance Officer, tested by years of much consideration. After investigation, I unhesitatingly sustained the recommendation to fit out the new frigates with their present formidable battery. It is true the guns are very heavy, but experience and practice, and the aid of labor-saving inventions daily made, will render them as manageable as 32-pounders were twenty years ago.

THE NEW FRIGATES—PROPOSED ADDITIONAL SLOOPS.

In my last Annual Report I informed you that three of the steam-frigates ordered by Congress were afloat. It now affords me pleasure to state that they are all afloat. The machinery for each will be complete and ready for trial in a few days. The Merrimac and Wabash are now in commission. Thus far the most sanguine expectations of the Department have been fully realized.

The performance of the Merrimac has impressed favorably the severest architectural critics. The machinery and boilers have exhibited remarkable evidence of power. The material and workmanship were superintended and approved by the engineers of the government, although built of necessity in private establishments. The speed is greater than usual in auxiliary steamers, in which steam is by no means the chief motive power; but the great desideratum is attained of preserving unimpaired all the essential elements and capacity of the sailing vessel.

Five of these frigates were modeled by the Chief of the Bureau of Construction, &c., and will each carry a battery of 8-inch guns on the spar deck, 9-inch on the gun deck, with a 10-inch pivot-gun, bow and stern. The Niagara, built in New York, was modeled and completed in the Navy Yard by the late George Steers, whose genius and great capacity for ship building were so highly recommended that he was appointed a temporary naval constructor for that purpose. She will carry the novel armament of twelve 11-inch guns, each throwing a shell of 135 pounds.

The introduction of these magnificent vessels constitutes an era in

the history of the United States Navy; and while they may well stimulate the energy and valor of its Officers, they will also excite emotions of a just national pride in the bosom of every American beholder.

I know of no reason for withdrawing the recommendation heretofore made to build additional sloops-of-war, capable, from their small draught of water, of entering such ports as New Orleans, Savannah, and Charleston, as well as New York and Boston. A formidable battery of from fifteen to twenty guns would render them very effective. They could annoy the enemy at sea, and penetrate and defend our harbors along the coast inaccessible to the larger class of heavier draught.

The arguments and considerations for a steady and gradual enlargement of our navy have lost none of their force. Our extended coast, our multiplied commerce, the maintenance of our rank among the great powers of the earth, all speak loudly in favor of this policy. But I forbear the repetition of the views so often somewhat elaborately presented heretofore. I think it proper to remark, however, that even the passage of the bill for the construction of ten sloops-of-war will be but little, very little, actual increase, as *many old vessels are now necessarily to be laid up as unworthy of repair.*

In addition to the establishment for building and repairing machinery and boilers at the Washington Navy Yard, the Department is persuaded that during the next year those in process of construction at Norfolk and Brooklyn will be finished. The difficulty in making a safe foundation will somewhat delay the foundry at Boston. When these are completed, the government can repair and build its own machinery for national vessels. I take pleasure in stating that the boilers and entire machinery for the Minnesota were built at the Washington Navy Yard, and have thus far reflected credit upon projectors and builders.

SEAMEN.

It is very important that such a policy should be adopted in regard to seamen as will insure a supply when needed for regular service, and promote the enlistment of our own countrymen, the considerations in favor of which latter proposition cannot but occur to the commonest observer. The recommendations of the Department of a system of honorable discharge, and of increased pay, have been generously adopted by Congress. The supply of provisions and clothing has for the last few years been of the most substantial and wholesome products of the country. Since the introduction of the new system of inspection, the ear of the Department is no longer annoyed by complaints in regard to worthless clothing and spoiled provisions. The medicines are not spurious drugs bought up in haste in the shops, but are carefully manufactured under the immediate supervision of the Bureau of Medicine and Surgery.

The arrangements for berthing the men on our ships have been gradually improving, so as to render them comfortable and more secure from diseases and decay of constitution incident to the perils and privations of the sea. Excellent Surgeons are assigned to every vessel.

The following extract from the Report of the Chief of the Bureau of Medicine and Surgery attests the skill of our Surgeons, and the excellence of the sanitary regulations on board of our national ships:

“The Constitution frigate, with a complement of 475 officers and men, during a cruise of two years and five months on that station (African) terminating in June, 1855, lost but one man by disease; thirty-six were sent home as invalids. The same immunity from death was shared in a large degree by the other vessels composing the squadron.”

“The Cumberland, a frigate of the same complement, lost by death, in thirty months, that is, from January, 1853, to July, 1855, eighteen of her crew while stationed in the Mediterranean; during the same period, the St. Lawrence a frigate of the same class cruising in the Pacific, lost but seven of her crew by death. The Powhatan, a steam-frigate, with a complement of 320, cruising in the East Indies during the years 1853, '54 and '55, lost but fourteen men by disease and accident. The Savannah, a frigate, with a complement of about 450, employed on the Coast of Brazil, reports but five deaths during thirty months, between July, 1853, and January, 1856, though during this time a fever of a serious character prevailed at various parts of the station.”

Thus it seems that every incentive is held out to invite enlistments and secure experienced seamen abundantly for home and foreign service.

I have no hesitation in stating—and the records and returns will sustain the statement—that there has been an improvement as to *numbers and character*. Still the wonderful increase of commerce and demand for sailors, the comparative shortness of the cruises of the merchant marine, and the very high price paid, render it no easy matter to keep on hand a steady and sufficient supply for the relief of squadrons. Such, too, are the wonderful attractions presented by our vast country, and so great the facility with which peaceful and happy homes are procured, that the increase of sailors has, among our own citizens especially, not kept pace with the progress of commerce.

I am aware that occasionally the sailor has had cause to complain of being detained abroad beyond the term of his enlistment, although one-fourth additional compensation is allowed for that period of detention. Every effort has been made since the return of the Japan Expedition to remove this source of complaint. Had the rule been applied strictly to that squadron, the great purposes for which it was formed would inevitably have been postponed, and perhaps defeated forever. National vessels have only been detained by high considerations of public good, and then it was as painful to the Department as annoying to the sailor. It has not been, and is not now, the policy nor the practice of this Department to detain seamen on foreign stations indefinitely until they could be relieved. On the contrary, numerous vessels have been ordered home from distant stations before their reliefs were sent. The Cumberland, the flag-ship of the Mediterranean squadron, the Levant, and the St. Louis, of the same station, all returned before their reliefs had gone out. The Savannah, the flag-ship of the Brazil squadron, just returned, was ordered home in July

last, but by some accident or irregularity of the transportation of the mails, the orders were not received until October. Her relief, the *St. Lawrence*, only left the United States on the 13th day of October. The *Germantown*, of the same squadron, has been ordered home without being relieved. The term of the enlistment of the crew of the *St. Mary's*, of the Pacific squadron, have nearly all expired; but had the Department ordered her home from Panama, I have positive assurance that the consequences would have been fatal to the lives and property of the thousands of our countrymen passing over that route. Such, however, was the anxiety of the Department to relieve the seamen and officers of that ship, that officers and men have been sent in the steamer *Wabash* to Aspinwall, and arrangements have been effected with the railroad company, so that the present officers and men of the *St. Mary's* will reach their homes in the United States without the delay and exposure of a voyage around Cape Horn. I am, however, of opinion that the term of our cruises is too long, and that it should be reduced to two years instead of three; and I have determined and directed that it shall constitute a part of the sailing instructions to Commanders-in-Chief of the squadrons, that they shall see that when the term of enlistment of the majority of the crew of any vessel attached to their squadron is about expiring, that it shall return to the United States in due time for the discharge of the seamen, and that this rule shall never be deviated from, except in an emergency involving the honor of the flag, or by the special orders of the Department.

But I confess I look to the fostering care of the Apprentice System, and its gradual enlargement, as the surest means of making a radical improvement of this branch of the service, and as the only mode of incorporating into the corps of seamen a fair proportion of our own countrymen.

There are now enlisted, and in the service, *several hundred boys, all born in the United States*, and nearly the whole of them are now in active service in the various squadrons. Since the Department has introduced the system, its chief difficulty has not been in procuring enlistments, but in resisting importunities to be permitted to enlist—a point to be well guarded, lest the system be crushed by its own weight before sufficiently perfected by experience.

Their moral, intellectual, and professional training receive earnest attention, and I am gratified to be sustained in the effort by the officers of the Navy, all of whom manifest a deep interest in the success of the undertaking.

While I admit that the chief, and indeed paramount consideration, in admitting apprentices, is to make American sailors, I incline to the opinion that it might encourage the youths, if it were known that the President had authority to appoint, annually, ten of the most meritorious, Midshipmen and pupils at the Naval Academy. I advise, therefore, the passage of a law giving this authority.

MISCELLANEOUS.

I deem it my duty to call your attention to the fact that there are at present several vacancies in some of the grades of the Navy, occasioned by deaths and resignations. Several of them occurred more than six months ago. I am not unmindful of the considerations which have, for this period, prompted a suspension of executive action. The interests of the service, however, induce me to advise that they be filled at the earliest day practicable, either by promotions in the usual way, or by nominating for restoration to the active list any reserved or dropped officer, who may now be adjudged by you as worthy of, and entitled to, your interposition. I have heretofore said that I could not recommend "the adoption of any measure of repeal, or any course of proceeding in conflict with the general action of the Board."

But I also said then, and repeat now, "if the sword of any one of those gallant men has been incautiously taken from him, all right-minded men will say, let his country restore it to him with all the honors and reparation due to injured merit."

There are three vacancies in the grade of Captain, and fourteen in the grade of Lieutenant.

The Reports of the Chiefs of the several Bureaux will advise you very fully of the condition of that portion of the public service respectively assigned to their special supervision. They present many useful suggestions, and enter much into details on many interesting subjects, which cannot be conveniently discussed and condensed in the Secretary's Annual Report. The duties of the Chief of the Bureau of Yards and Docks have become very onerous and gradually enlarged, in consequence of the increased work and extended operations in the Navy Yards. Much progress has been made toward completing the Navy Yard in California. The dock, basin and railway are finished. The report of Commodore Smith is very elaborate, full of interesting details and suggestions, and discloses with clearness the condition of the works under his charge.

The report from the Ordnance Bureau exhibits a satisfactory condition of that part of the service. I concur in the recommendations made, particularly those in regard to the Naval Academy, and the policy of an abundant supply of powder to meet any emergency.

Many very useful reforms have been accomplished through new regulations made by the head of the Bureau of Provisions and Clothing. His suggestions in favor of a small corps of Assistant Purser, with moderate compensation, are entitled to consideration. It has always been the practice (originating in necessity) to send store-ships and vessels on special service to sea without a Purser. Then the officer in command performs the duty of Purser, in addition to his military duty. Not being an accountant, he often, although perfectly honest, finds at the Auditor's Office a large balance against him, and must sacrifice his hard earnings to pay it, or be reported and disgraced as a defaulter.

The Report from the Bureau of Construction exhibits, very fully, the condition of our national vessels. The policy in favor of a small annual appropriation for keeping the yards supplied with ship-timber is, unquestionably, sound.

Attention is invited to the Report from the Bureau of Medicine and Surgery. I think action should be taken to restore to the hospital fund the value of the land recently conveyed to the Treasury Department for the purposes of a Marine Hospital. The fund by which this land was purchased was raised by small contributions, in the nature of deductions from the pay of the sailors, and it can hardly be appropriated to other purposes with justice.

While I am much opposed to multiplying Bureaux and Officers, I cannot allow that feeling to restrain me from recommending the creation of an additional office, which experience in the administration of this Department admonishes me would be useful and promotive of discipline. The prompt and careful enforcement of the law authorizing Courts Martial, is one of the surest means of preserving efficiency. In order to effect this, I am convinced that there should be a Judge Advocate, learned in the law, attached to the Department, to whom should be assigned the direction and management of all matters connected with Courts Martial and Courts of Inquiry ; subject, of course, to the supervision of the Secretary. It need not be a Bureau ; not even an additional clerk would be required, as one of the present clerks has now the business, in connexion with these Courts, especially assigned to him.

The Resolute, Commander Hartstene, having been thoroughly repaired at the Brooklyn Navy Yard, sailed from New York on the 13th day of November. Her Commanding Officer has instructions, and was the bearer of despatches, for carrying into execution, with strict fidelity, the Joint Resolution of Congress approved the 28th day of August, 1856, generously tendering the ship to her Majesty's Government. The Barque Release, Lieutenant C. C. Simms, sailed from New York on the 7th day of November for Georgetown, Demerara, and La Guayra, Venezuela, having been by your direction temporarily assigned to special duty under the Secretary of the Interior, with a view of accomplishing the liberal purposes of Congress in aiding to supply a portion of our country, where immense capital is invested in the culture of sugar, with fresh cuttings of the cane, and thus, if possible, arrest the rapid decline in the production of an article so universally one of consumption in our country.

The Nautical Almanac is required by law to be under the charge of an officer of the Navy, not below the grade of Lieutenant. It has hitherto been conducted by Commander Davis, who was peculiarly fitted by his scientific attainments for the task. He has, however, been detached recently, and ordered to sea, and, temporarily, it has been placed under the Chief of the Bureau of Ordnance and Hydrography. Although an officer of the Navy can, without doubt, be found qualified for it, the other calls of the service suddenly detach him, and an untried successor enters upon the duty every few years, thus unquestionably impairing the claim of the work to the confidence of all men of science, who well know that the highest

order of intellect, and years of mental training, are requisite to fit one for even an approach to proficiency in this difficult branch of learning. I recommend, therefore, a modification of the law, in order that this work, thus far so creditable to the country, may, in the discretion of the Executive, be placed under the charge of one of the Naval Professors of Mathematics, who are never sent to sea.

The Naval Academy continues to prosper and demonstrate its usefulness, by annually furnishing the service with a number of accomplished young officers, whose ambition animates them to solicit the Department to give them an opportunity of going to sea. With a view of improving the pupils in practical seamanship, fifty-two were sent to sea in the sloop-of-war Plymouth, and, after cruising during the summer months, returned to the Academy. The report of Commander Green is very favorable to the zeal and attainments, during the cruise, of the youths under his command. At the next annual examination I recommend that, in addition to the Naval Board of Examiners, a Board of Visitors, composed of civilians, be appointed. It will stimulate the Midshipmen, and at the same time inform our leading men of the excellent character of the Institution. The Naval Observatory is sustaining its high reputation, and, by its suggestions and compilations, doing much indeed, not merely for those who follow the sea, but for science generally.

I renew the expressions of my opinion of the usefulness of the Marine Corps. I have so often made recommendations for its enlargement, and for the adoption of some plan for appointing officers of military education, that I forbear to do more than to refer to my former reports. Attention is called to the detailed report of the Commandant of the Corps.

An act passed at the last session of Congress, directing that notice be given to E. K. Collins and his associates of the modification of the law of July 21, 1852, in reference to compensation for the transportation of the mails between New York and Liverpool, has been carried into execution. The notice was issued immediately after the passage of the law.

The compensation of nearly all the public officers in the service of the government has, within the last few years, been increased, with the exception of that of the officers of the Army and the Navy. While I am of opinion that the pay of a portion of the officers of the Navy is sufficient, I deem it my duty, also, to express my conviction that the pay of some of the grades is entirely inadequate, and not properly regulated by considerations of the character of their services. I recommend legislation on this subject.

The estimates for the support of the Navy and Marine Corps, for the year ending June 30, 1858, and for all other objects coming under the control of this Department, are, in the aggregate, (being a little over one million less than the aggregate for the present fiscal year)..... \$12,418,023 27

From which deduct special objects, including transportation of the mail in steam-ships..... 3,505,044 22

Leaves for the support of the Navy and Marine Corps 8,912,979 05

The estimate for the present fiscal year for the support of the Navy and Marine Corps was.....	\$8,993,531 31
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The total expenditure for all objects under the control of the Navy Department for the fiscal year ending June 30, 1856, was.....	14,078,529 04
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But of this amount there was expended for special objects under the control of the Department.....	5,641,172 07
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Leaving as the legitimate expenditure for the support of the Navy and Marine Corps, for the year ending June 30, 1856.....	8,437,356 97
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I have the honor to be, very respectfully, your obedient servant,
J. C. DOBBIN.

To the PRESIDENT OF THE UNITED STATES.

COMPENDIUM OF THE REPORT OF THE SECRETARY OF THE NAVY.

Statement showing the operations of the several squadrons of the navy during the past year, viz: the Home, Brazil, Mediterranean, African, East India, and Pacific. Suggestion that there be two squadrons on the Pacific coast instead of one, as at present. The rapid increase of our commerce there, which is now very large; the daily growing importance of the States of Central America, and their peculiar position; the islands scattered in that sea; California and Oregon, are given as reasons for the suggestion.

It was suggested by the Superintendent of the Naval Observatory that whenever a survey of the bottom of the ocean between Newfoundland and Ireland could be made, it would be found that telegraphic wires could be laid between those places. Mentions that during the past summer this survey had been made by Lieutenant Berryman, in the Arctic, with the aid of a few officers and a small crew. The length of the route surveyed, 1,600 miles; greatest depth, 2,070 fathoms, equal to about $2\frac{1}{2}$ miles. Analysis of specimens of deep-sea soundings. Developments of this survey corroborate the suggestions of scientific investigators of the practicability of laying wires successfully on the bed of the sea. The navy, although small, contributing its share to the defence and reputation of the country. A considerable number of officers engaged in useful hydrographic duty, preparing charts of North Pacific ocean and others, will soon present us with the results of the explorations of rivers and harbors in South America.

Urges the importance of ordnance and practical gunnery. The British service has gunnery-practice ships; we have relied heretofore in selecting for captains of guns those from the crew who are found to be most fitted. Though it is so important that a thorough knowledge of gunnery should be disseminated through the service, no system has ever been adopted. No man-of-war should go to sea without a supply of seamen qualified by training for being captains of guns, nor without having an ordnance officer. An effort is now being made to initiate a system. The sloop-of-war Plymouth, now at the Washington navy yard, is being fitted out, under Commander Dahlgren, as a gunnery-practice ship—will have an experimental battery of a few light and heavy guns. It is confidently hoped that this practice-ship will annually turn off seamen thoroughly trained to the management of heavy ordnance in storm and calm, and that our men-of-war may be supplied with officers and men familiarized with all the appliances of these great engines of destruction. Commends this subject to special consideration and encouragement. Gives reasons for recent changes in the armament of our national ships. Cause of former success of American navy owing much to the superiority of the calibre of guns. Recommends that we not merely keep pace with, but, if possible, be in advance of others in the character of our engines of destruction in war. In this matter we have not been idle; the experimental establishment at the Washington navy yard an admirable adjunct to the bureau of ordnance. The adoption of the shell-guns on the new frigates not

hastily made; reasons for it; advantages of shell over solid shot. In addition to heavy armaments, national vessels for a few years past have been supplied with brass boat-guns—their efficiency and advantages. New frigates all afloat; machinery for each will be complete and ready for use in a few days. The Merrimac and Wabash in commission. Most sanguine expectations of the department in relation to them realized. Speed greater than usual in auxiliary steamers, in which steam is by no means the chief motive power. Five of them modeled by Chief of Bureau of Construction. Each will carry 8-inch guns on the spar deck, and 9-inch guns on the berth deck.

The Niagara, built in New York, modeled and completed in the navy yard by the late George Steers, whose genius and great capacity for shipbuilding was so highly recommended that he was appointed temporary naval constructor for the purpose. She will carry the novel armament of twelve 11-inch guns, each throwing a shell of 135 pounds.

No reason for withholding former recommendation for building additional sloops-of-war, carrying a battery of fifteen or twenty guns, of light draught, that they may enter Charleston, Savannah, and New Orleans, as well as New York and Boston.

Arguments for a steady and gradual increase of the navy have lost none of their force. Even the passage of the bill for the construction of the sloops must add but very little actual increase, as many of the old vessels are unworthy of repair.

The department is of opinion that the establishment for the building and repairing of machinery at New York and Norfolk will be completed the next year. The foundry at Boston will be delayed on account of the difficulty of obtaining a safe foundation. When these are completed, government can build and repair its own machinery. The entire machinery of the Minnesota was built at the Washington yard, and so far gives entire satisfaction.

It is important that such a policy shall be adopted towards seamen as will insure a full supply and promote the enlistment of our own countrymen. Inducements for enlistments: increased pay, honorable discharges, superior quality of clothing and provisions furnished; the superior quality of medicines which are not bought up in haste in the shops, but are prepared under the direction of the Bureau of Medicine and Surgery; the care bestowed by skillful surgeons upon the sick; the improvements in berthing the men, are all incentives held out to invite enlistments.

To hold out still further encouragement to enlist, and to prevent any cause of complaint for being occasionally detained beyond three years, the department recommends that the length of cruise should be two instead of three years; and has determined and directed that hereafter it shall constitute a part of the sailing instructions to commanders of squadrons, that when the terms of enlistment of a majority of the crew of any vessel of the squadron has expired, the vessel shall be sent home, unless otherwise specially directed by the department.

The fostering care of the apprentice system, and its gradual enlargement, is the surest means of making a radical improvement, and

securing a fair proportion of our own countrymen. Several hundred boys, born in the United States, are now enlisted, and in active service in the various squadrons. No difficulty exists in procuring their enlistment. While the great consideration of admitting apprentices is to secure American sailors, it might encourage the youth if the President were authorized by law to appoint ten as midshipmen. Such a law is recommended. Attention is called to several vacancies in some of the grades of the navy, caused by deaths and resignations; some occurred more than six months ago. Not unmindful of the considerations which have, for this period, prompted a suspension of executive action, advise that they be filled by regular promotions, or by nominating for restoration to the active list any reserved or dropped officer who may be adjudged by the President as entitled to such executive interposition.

The reports of the chiefs of the bureaux will inform fully of that portion of the public service respectively assigned to them. They present many useful suggestions, and enter much into details on many interesting subjects. Refers to the report of the Bureau of Provisions and Clothing, in which he suggests that a small corps of assistant pursers, with moderate salaries, be established by law. Store-ships, and vessels on special service, are not furnished with pursers, and their duty devolves upon the commanding officers, who, ignorant of accounts, frequently suffer pecuniary losses. Refers to the suggestion of the Chief of the Bureau of Medicine and Surgery, that the hospital fund be paid the value of the land recently conveyed to the Treasury Department for purposes of a marine hospital.

The department, though opposed to the increase of bureaux or officers, cannot refrain from recommending the creation of an additional office—that is, of judge advocate. The careful enforcement of law authorizing courts martial renders it necessary. Will require no additional clerical force.

“Resolute,” Commander Hartstene, sailed from New York, 13th November last, for the purpose of being restored to the English government, under joint resolution of Congress of 28th of August, 1856.

Barque “Release,” Lieutenant Simms, sailed from New York on the 7th November, under the direction of the Department of the Interior, for the purpose of procuring sugar-cane cuttings.

Nautical Almanac is required by law to be under the direction of an officer of the navy not below the grade of a lieutenant. The liability of being called upon for sea-service impairs the work. Recommends that it be placed under the charge of a naval professor of mathematics.

Naval Academy continues to prosper. Recommends that in addition to a naval board of examiners, a board of visitors, composed of civilians, be appointed annually.

Naval Observatory continues to sustain its high reputation. Renews expressions of the usefulness of the marine corps. Have so often made recommendations for the appointment of officers of military education, will now only refer to former reports. Calls attention to report of commandant of corps.

Notice has been given to E. K. Collins & Co. of modification of law of July 21, 1852.

Recommends an increase of pay to certain grades of officers of the navy—reasons given.

Estimates for the support of the navy and marine corps, \$8,912,979 05.

Expenditures for same, for year ending June 30, 1856, \$8,437,356 97.

*List of papers accompanying the report of the Secretary of the Navy
December 1, 1856.*

- A.—List of deaths, resignations, and dismissions in the navy since the last report.
- B.—Synoptical report of Commander Thomas J. Page on the late “exploration and survey of the river La Plata and its tributaries.”
- C.—Lieutenant O. H. Berryman’s report of the cruise of the United States steamer Arctic.
- D.—Letter of Lieutenant M. F. Maury, transmitting report of Professor J. W. Bailey of an analysis of specimens obtained by Lieutenant Berryman in his cruise in the steamer Arctic.
- E.—Report of annual board of examiners in relation to organization and condition of Naval Academy at Annapolis, Maryland.
- F.—Report of commandant of midshipmen in relation to the late cruise of the practice-ship.
- G.—Report of superintendent of Nautical Almanac, in relation to its progress, &c.
- No. 1.—Detailed estimates of the office of the Secretary of the Navy, including those of the superintendent of the Nautical Almanac.
- No. 2.—Report and detailed estimates of the Bureau of Yards and Docks.
- No. 3.—Report and detailed estimates of the Bureau of Ordnance and Hydrography, including those of the Naval Observatory and Hydrographical office and Naval Academy.
- No. 4.—Report and detailed estimates of the Bureau of Construction, Equipment, and Repair.
- No. 5.—Report and detailed estimates of the Bureau of Provisions and Clothing.
- No. 6.—Report and detailed estimates of the Bureau of Medicine and Surgery.
- No. 7.—Report of the commandant of the marine corps, and detailed estimates from the quartermaster and paymaster of the corps.
- No. 8.—General estimate of the office of the Secretary of the Navy and the several bureaus of the department.
- No. 9.—General estimate of the southwest executive building.
- No. 10.—Summary statement of the estimates for the navy, the marine corps, and for special objects.
- No. 11.—General estimate for the support of the navy.
- No. 12.—General estimate for the support of the marine corps.

- No. 13.—General estimate for special objects under the Navy Department.
- No. 14.—Comptroller's statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1855; appropriations for the fiscal year 1855-'56; repayments and transfers in the same time; the amounts applicable to the service of the year 1855-'56; the amounts drawn by requisition from the treasury in the same period; and the balances on the 30th June, 1856, with such sums specially designated as have been carried to the surplus fund.
- No. 15.—Abstract of expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st July, 1855, to the 30th June, 1856, inclusive.

A.—*List of deaths in the navy, as ascertained at the department, since December 1, 1855.*

Name and rank.	Date.	Place.
<i>Captains.</i>		
Joel Abbot	Dec. 14, 1855	Hong Kong, China.
Charles Morris	Jan. 27, 1856	Washington, D. C.
David Conner	Mar. 20, 1856	Philadelphia.
Isaac McKeever	April 1, 1856	Navy yard, Gosport, Virginia.
<i>Commanders.</i>		
George Adams	April 13, 1856	Baltimore, Maryland.
William F. Shields	May 30, 1856	Columbus, Mississippi.
<i>Lieutenants.</i>		
Archibald McRae	Nov. 17, 1855	San Francisco, California
George E. Morgan	Jan. 6, 1856	Naval hospital, New York.
Richard L. Love	April 7, 1856	Near Pensacola, Florida.
Thomas C. Eaton	June 1, 1856	New York.
Charles W. Aby	Oct. 16, 1856	On board the Saratoga, off Aspinwall, New Granada.
James S. Day	Nov. 4, 1856	United States Insane Asylum near Washington, D. C.
John T. Walker	Nov. 25, 1856	New York.
<i>Surgeons.</i>		
W. P. C. Barton	Feb. 29, 1856	Philadelphia.
Isaac Hulse	Aug. 29, 1856	Near Pensacola, Florida.
Stephen Rapalje	Sept. 11, 1856	At New York, on board the Wabash.
<i>Master.</i>		
Alexander Cunningham	April 26, 1856	Portsmouth, Virginia.
<i>Midshipman.</i>		
J. Madison Todd	Dec. 30, 1855	Brooklyn, New York.
<i>Temporary naval constructor.</i>		
George Steers	Sept. 25, 1856	New York.
<i>Gunners.</i>		
James C. Davis	Nov. 20, 1855	Aspinwall, New Granada.
John Martin	Nov. 5, 1856	Brooklyn, New York.
<i>First assistant engineer.</i>		
William Holland	Aug. 18, 1856	Newark, Delaware.
<i>Marine corps.</i>		
Lieut. Col. Samuel Miller	Dec. 9, 1855	Philadelphia.
Capt. F. B. McNeill	Mar. 13, 1856	Philadelphia.
Capt. Job G. Williams	Sept. 26, 1856	Navy yard, Washington, D. C.
First Lieut. George Adams	Oct. 21, 1856	Flushing, New York.

List of resignations in the navy since December 1, 1855.

Name and rank.	Date of acceptance.
<i>Lieutenants.</i>	
Madison Rush.....	February 7, 1856.
John K. Wilson.....	May 9, 1856.
Eugene H. Oakley.....	May 9, 1856.
Edward Brinley.....	June 25, 1856.
Gustavus V. Fox.....	July 30, 1856.
Thomas Young.....	September 8, 1856.
James S. Biddle.....	September 25, 1856.
James Parker, jr.....	October 15, 1856.
<i>Pursers.</i>	
Aristides Welch.....	February 9, 1856.
Josiah Tattnall, jr.....	April 30, 1856.
John C. Hunter.....	August 14, 1856.
John P. Abbot.....	September 1, 1856.
<i>Assistant Surgeons.</i>	
Gerard Alexander.....	March 8, 1856.
Randolph Harrison.....	April 2, 1856.
Frank A. Walke.....	August 6, 1856.
<i>Chaplain.</i>	
Thomas R. Lambert.....	September 11, 1856.
<i>Professor of Mathematics.</i>	
Ruel Keith.....	June 25, 1856.
<i>Passed Midshipman.</i>	
Charles F. Peck.....	July 21, 1856.
<i>Midshipmen.</i>	
Simon C. Mish.....	March 25, 1856.
F. A. Boardman.....	June 19, 1856.
Carey Carter.....	June 24, 1856.

REPORT OF THE RESIGNATIONS—Continued.

Name and rank.	Date of acceptance.
<i>Acting Midshipmen.</i>	
David H. Snyder.....	December 17, 1855.
James Ross.....	February 5, 1856.
George A. Ward.....	February 22, 1856.
Kosciusko Hodge.....	
E. C. Harry.....	
O. R. Dougherty.....	
A. S. Ashe.....	
L. P. Ward.....	
John F. Wright.....	March 31, 1856.
Edwin S. McCook.....	April 1, 1856.
Lucius H. Gibbs.....	April 7, 1856.
L. J. Adams.....	April 8, 1856.
Philip Smith.....	April 14, 1856.
Richardson Mallett.....	April 24, 1856.
F. P. Wiesman.....	April 26, 1856.
M. H. Beaumont.....	May 6, 1856.
W. H. Morgan.....	June 20, 1856.
George H. Sawyer.....	June 25, 1856.
R. S. McCook.....	June 25, 1856.
E. D. C. Wing.....	June 25, 1856.
E. V. Andruss.....	June 25, 1856.
V. H. Vaughan.....	June 27, 1856.
F. L. Ridgely.....	June 27, 1856.
R. McA. Johnson.....	June 27, 1856.
A. P. De Shields.....	June 27, 1856.
Samuel Adams.....	June 27, 1856.
F. G. Terry.....	June 27, 1856.
R. H. Tates.....	June 27, 1856.
Andrew Carnes, jr.....	June 27, 1856.
<i>Engineers.</i>	
First Assistant John M. Maury.....	September 17, 1856.
Second Assistant Amos Broadnix.....	February 14, 1856.
Do. J. C. E. Lawrence.....	June 23, 1856.
Do. H. E. Winsor.....	August 20, 1856.
Do. R. B. Quin.....	September 1, 1856.
Do. Henry Fauth.....	August 29, 1856.
Do. P. Henry Taylor.....	September 10, 1856.
Do. Jameson C. Hull.....	September 22, 1856.
Third Assistant Le Roy Arnold.....	February 18, 1856.
Do. F. A. Canfield.....	April 30, 1856.
Do. John Howell.....	May 3, 1856.
Do. John D. Mercer.....	July 8, 1856.

RESIGNATIONS—Continued.

Name and rank.	Date of acceptance.
<i>Engineers—Continued.</i>	
Third Assistant Henry B. Nones, jr.....	August 19, 1856.
Do. Cleland Lindsley.....	August 30, 1856.
<i>Naval Storekeeper.</i>	
Robert P. De Silver.....	March 14, 1856.
<i>Temporary Navy Agent.</i>	
R. M. C. Graham.....	November 15, 1856.
<i>Marine Corps.</i>	
Second Lieutenant Alexander D. Sparks.	March 27, 1856. declined accepting (D.)

List of dismissions in the navy since December 1, 1855.

Name and rank.	Date of dismissal.
<i>Boatswain.</i>	
Francis A. Oliver.....	November 3, 1856.
<i>Gunners.</i>	
James A. Silleston.....	November 17, 1855.
R. M. Stocking (acting).....	September 29, 1856.
<i>Acting Midshipmen.</i>	
S. L. French.....	October 1, 1856.
H. F. Condict.....	October 1, 1856.
<i>Engineers.</i>	
First Assistant George F. Hebard.....	September 17, 1856.
Second Assistant G. T. W. Logan.....	August 29, 1856.

B.

Synoptical report of Commander Thomas J. Page on the late "exploration and survey of the river La Plata and its tributaries."

WASHINGTON, D. C., August 4, 1856.

SIR: I have the honor to present to the department the accompanying synoptical report on the late "exploration and survey of the river La Plata and its tributaries."

To do justice to a subject so fruitful, to present clearly and comprehensively the present state, and future prospects of those countries, into and through which the operations of the expedition extended—their resources, physically and commercially—to exhibit the extent to which river navigation may be carried beyond its previously supposed limit, illustrated by accurately executed charts, and to contribute to the extension of geographical knowledge in determining the positions of regions of our own continent, whose places on our maps are no less in error than we, in ignorance of both country and people, would necessarily require a greater length of time than that elapsed since the return of the *Water Witch* to the United States; three-fourths of which have been occupied in the settlement of purser's accounts—a duty than which none can be more embarrassing, when combined with those of an expedition such as that on which the *Water Witch* was sent.

The department is fully aware of the circumstances precluding the possibility of accompanying this sketch of a report with a reduced map or chart. This deficiency I hope to supply when I may be permitted to present a more detailed account of our operations.

The department is also aware that a delay of several months attended the beginning of the work, after the arrival of the *Water Witch* at Buenos Ayres—the initial point of operations—her services having been represented as indispensable to the success of important diplomatic negotiations entered into by our representatives near the governments of Brazil and the Argentine Confederation; and that embarrassments of a grave character, involving the interposition of the *Water Witch* as a man-of-war in the protection of American citizens, circumscribed the action of the expedition to some extent, thereby excluding it from the exploration of the tributaries of the Paraguay and of that portion of the Parana which lies above Corrientes.

Sufficient has been accomplished, notwithstanding these obstacles, to induce the sanguine hope that through the humble means of this expedition—sent abroad solely under the authority of the department—there may result to this and those countries an important commerce, and to science valuable contributions in both geography and natural history.

I have the honor, sir, to be, very respectfully, your obedient servant,
THOMAS J. PAGE,
Commander.

Hon. J. C. DOBBIN,
Secretary of the Navy.

WASHINGTON, *August 4, 1856.*

SIR: I have the honor to submit to the department the following report, setting forth the progress and extent of exploration accomplished by the United States steamer *Water Witch* during her recent cruise, under instructions from the honorable the Secretary of the Navy to "survey and explore the river La Plata and its tributaries." In addition to which instructions, I was accredited by the President, Mr. Fillmore, jointly with our ministers near the governments of Brazil and the Argentine Confederation, or individually, to make a treaty of commerce and navigation with the republic of Paraguay. When I arrived at Buenos Ayres, I was informed by our minister, Mr. Pendleton, that he had some months previously accepted the invitation of Sir Charles Hotham, the British minister, to accompany him to Paraguay, and at the same time, with the ministers of France and Sardinia, had concluded a treaty with the President of that republic.

These instructions constituted my guide in the prosecution of the work assigned me, and I hope it will be seen that they have been carried out in the fullest extent of which the means at my disposal and the circumstances attending the work would admit. The department having been informed from time to time of the progress of the expedition, it may not be advisable to withhold this preliminary report for the length of time which a more detailed account would render necessary. This can be made at some subsequent period, when the results of the work may be more clearly and minutely set forth, and the good deducible therefrom more satisfactorily demonstrated.

The *Water Witch*, a steamer of about four hundred tons burden, with a draught of nine feet, sailed from Norfolk on the 8th of February, 1853. Although not adapted in all respects for the duty assigned her, she nevertheless was better suited to it than any other vessel at that time available; and, with an enlightened zeal for the promotion of commerce and the advancement of science, the department availed itself of the limited means thus at its disposal to make to those objects a contribution, which I trust will be found eminently worthy of its efforts and in fulfilment of its anticipations. The seal to the new waters which the *Water Witch* was destined to explore, and which had remained closed for so many years to navigation, under the peculiar government of Buenos Ayres, was broken by the liberal and enlightened policy of General Justo J. Urquiza, provisional director of the Argentine Confederation, and by him the rivers were declared "open" to commerce. The government of the United States promptly availed itself of this privilege, and has now the satisfaction of demonstrating to the world the navigability of some waters previously unknown, and of others to a far greater extent than had at any time previously been imagined.

On the arrival of the *Water Witch* at Rio de Janeiro, I took occasion to represent, through the United States legation, to the government of Brazil the object of the expedition, for the purpose of enlisting in its behalf the favorable consideration of that government, knowing

that it held territory on both banks of the river Paraguay, through which I hoped to be able to extend the exploration.

The following correspondence will show the result of my effort at that time. My letter was addressed to Mr. Ferdinand Coxe, secretary of legation, Mr. Schenck being temporarily absent.

Hon. J. C. DOBBIN,
Secretary of the Navy.

UNITED STATES STEAMER WATER WITCH,
Rio de Janeiro, April 26, 1853.

SIR: The expedition on which the Water Witch has been ordered by the President of the United States, having purely for its object the advancement of commerce and promotion of science, objects interesting to all civilized nations, but more especially so to those on whose borders, or into whose territories its operations may extend, I wish, through the legation of the United States, to call the attention of the Brazilian government to this expedition, with the hope that through its enlightened policy it may be disposed to forward the work with which I am entrusted, whensoever its operations may border upon, or extend into the territory of Brazil.

Facilities might be afforded and difficulties removed by the simple act of approval and commendation on the part of Brazil, of which her frontier and inland posts could be notified in advance of the expedition.

You are too well aware of the good likely to result from the work we have in hand to require any argument from me. I therefore leave the matter in your hands, with the hope that your efforts to advance the aim and object I have in view may succeed to our entire satisfaction.

THOMAS J. PAGE,
Lieutenant Commanding.

Mr. FERDINAND COXE,
Secretary of Legation, Rio de Janeiro.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, April 26, 1853.

SIR: In the absence of Mr. Schenck, I have the honor to enclose to your excellency a copy of a letter just received from Lieutenant Thomas Page, commanding the United States steamer Water Witch, now in this port. This officer has been ordered by the President of the United States upon the highly interesting and important duty of exploring and surveying all the rivers running into the La Plata; and it is not doubted that the results of the expedition will be of the highest importance to the commercial and scientific world, and that Brazil, as bordering upon, and at some points entirely enclosing the rivers it is

proposed to ascend, will not be the nation least benefitted by the operations of the expedition.

Your excellency will perceive, from Lieutenant Page's letter, that he asks from the imperial government such assistance in the object he has in view as may be given, by orders of friendly co-operation, to the imperial officers and agents he may meet when his operations may border upon, or extend into the territory of Brazil.

Your excellency knows too well what these orders should be, and to whom they should be given, for me to do more than communicate Lieutenant Page's request, as I am confident that the enlightened views of your excellency will lead you to further the aim and object of the expedition by all the means in your excellency's power.

The Water Witch will leave here for Monte Video and Buenos Ayres on the 30th instant, and I will have much pleasure in forwarding any communication which your excellency may desire to send to those points; and I avail myself of the occasion to renew to your excellency the assurance of my high respect and distinguished consideration.

FERDINAND COXE,
Secretary of Legation.

To H. E. PAULINO JOSÉ SOAREZ DE SOUZA,
*Of the Council of H. M. the Emperor,
Minister and Secretary of State for Foreign Affairs.*

[Translation.]

FOREIGN OFFICE,
Rio de Janeiro, May 4, 1853.

I received, after some delay, the note which, in the absence of Mr. Schenck, was addressed to me by Mr. Ferdinand Coxe, secretary of legation, under date of the 26th of April last, enclosing a copy of a letter he had received from Lieut. Thomas J. Page, who having been charged with the duty of exploring the different rivers, affluents to "La Plata," asked from the imperial government all the assistance in its power, by means of orders and recommendations, for a friendly coöperation on the part of the respective authorities of the empire. In reply I have to say to Mr. Coxe, that the imperial government having opened to foreign commerce, in the river Paraguay, the port of Albuquerque, it makes no objection to Lieut. Page carrying his explorations to that point, and will send the necessary orders to the president of the province of Matto Grosso, and other imperial agents, that they may give to Lieut. Page all coöperation in their power; but the imperial government not having yet opened to foreign nations other ports above Albuquerque, and not having yet agreed as to the navigation of these interior rivers with the nations on their banks, (*Nações ribeirinhas*), it cannot permit foreign vessels to enter them, and thus establish an example and precedent which might be preju-

dicial to the empire, as the right to the navigation of those rivers has not been settled.

I avail myself of this occasion to renew to Mr. Coxe the assurance of my esteem and consideration.

PAULINO JOSÉ SOAREZ DE SOUZA.

Mr. FERDINAND COXE,

Secretary of Legation, &c.

This unlooked for opposition to the exploration of waters, so entirely unknown to the civilized world, was subsequently removed by the imperial government, and permission granted the Water Witch to explore such tributaries of the Paraguay river as were under the jurisdiction of Brazil.

The success of this application should be attributed to the zeal and ability with which it was advocated by our ministers, Mr. Schenck and Mr. Trausdale; notwithstanding the confident belief I entertained—judging from the profound learning of his imperial majesty, and his devotion to the sciences—that all opposition would eventually be removed.

Political questions of old date, relative to territorial limits, had made the two governments of Brazil and Paraguay jealous of their respective rights to the navigation of the Paraguay river. The latter government claimed exclusive jurisdiction, and asserted the right to prohibit the ascent of the Paraguay above Asuncion, the capitol, to all nations; while the former claimed a way by water to her interior province, “Matto Grosso.” The navigation of the river was denied to Brazil with the hope of forcing his imperial majesty to terms on the question of limits. Angry discussions on these points, for many years, had finally terminated in the threatening spectacle of a formidable Brazilian squadron arrested in its ascent of the Paraguay by a battery of one hundred guns, erected on the banks of that river. The two nations, brought thus in juxtaposition at the cannon’s mouth, concluded it the more prudent plan to keep the ammunition in the magazines, and settle their differences with the pen instead of the sword. Negotiations were consequently resumed, and resulted (as we learn since leaving the waters of “La Plata”) in the adjustment of the question of limits, and the opening of the Paraguay to the Brazilian flag.

The interesting details involved in these matters cannot be embraced in this circumscribed report.

On the arrival of the Water Witch at Buenos Ayres, the point in the river La Plata where the survey and exploration were begun, and in consequence of the very probable necessity for a place of refuge for Americans—arising from the impending attack upon the city from the besieging force under General Urquiza—I received the following letter from our chargé d’affaires, Mr. Pendleton, to which I felt every obligation to yield a willing assent.

LEGATION OF THE UNITED STATES,
Buenos Ayres, July 3, 1853.

MY DEAR SIR: I am aware of your great anxiety to proceed up the river, in pursuance of the objects of the expedition under your command, and it is therefore with very great reluctance that I take leave to suggest to you that it is very desirable you should remain a few days longer in the port of Buenos Ayres.

Events of importance and of a decisive character in respect to the condition of this city and province are, in my opinion, at hand.

No American man-of-war is in the river; Captain Downing, with the Jamestown, having suddenly, and without any correspondence or consultation with me on the subject, cleared out, as I have informally learned, to proceed to Rio de Janeiro, for the alleged purpose of having his ship caulked.

I would not make this request, but for the strongest conviction on my own part that the events referred to are almost certain, and for the further fact that I am urged to do so by many American citizens resident in Buenos Ayres, and that I have also the concurrence of Mr. Schenck, who desires me to say so to you.

JOHN PENDLETON.

Captain THOMAS J. PAGE,
Commanding U. S. steamer Water Witch.

Happily the necessity for the presence of the Water Witch did not actually arise; but that request was followed by another, which caused a yet longer detention before Buenos Ayres, to which it did not become me to turn a deaf ear. The following letter shows the circumstances attending the request, and the importance attached to the participation of the Water Witch in the arrangements made by the foreign representatives.

LEGATION OF THE UNITED STATES,
Buenos Ayres, July 10, 1853.

DEAR SIR: We are engaged in some confidential negotiations at present, which are likely to result in an accommodation of the difficulties existing at Buenos Ayres between the parties to the civil war. There is no absolute certainty as to the event, but there is a sufficient probability of success to justify us in requesting that you will not leave the place for a few days. We make this request because it is a part of the present plan, that the foreign men-of-war in port may convey the provisional director and his escort to the neighboring port of Guayaquaychu.

As important objects connected with our duties here are likely to be attained more readily by the participation of the United States flag in this transaction, we think it very important you should remain, there being no other United States vessel in port.

ROBERT C. SCHENCK.
JOHN PENDLETON.

Captain THOMAS J. PAGE,
United States steamer Water Witch.

The negotiations alluded to terminating in an accommodation of the difficulties and in an abandonment of the siege by the forces of the Argentine Confederation under the command of General Urquiza—in conformity to the request of our minister—the provisional director, together with his suite and military escort, was received on board the *Water Witch* and transported to the province of Entre Rios.

In the adjustment of these grave difficulties between the Argentine Confederation on the one side and Buenos Ayres on the other, the agency of our representatives, in co-operation with those of England and France, was of a character highly influential; and in the official communication of the participation of the *Water Witch* in the above transaction, made by Mr. Schenck to the State Department, her services were characterized on this and subsequent occasions as very material to the success of their negotiations with the Argentine government. Neither were they of less importance in having laid the foundation of good relations, which were always manifested in the facilities offered our work, whensoever we were operating within the jurisdiction of the confederation.

The appreciation of the expedition by the President (Urquiza) may be judged of by the following letter, sent to me after its objects had been made known to him:

[Translation.]

“Long live the Argentine Confederation.

“The Provisional Director of the Argentine Confederation.

“The American steamer-of-war *Water Witch*, from the United States of North America, having arrived in the river La Plata, and her captain, Thomas J. Page, having expressed his desire to navigate the rivers of the Argentine Confederation, for scientific purposes, I enjoin and command the authorities of the riverine provinces that they will not present any impediment to his exploration, but afford him all the assistance he may need or require.

“JUSTO J. URQUIZA.

“SAN JOSÉ DE FLORES, *May* 27, 1853.”

The principal affluents of the river La Plata—the Parana and Uruguay, with their tributaries—constituted the field of our operations; a field which, although vast in extent and partially closed to exploration, will, I trust, be found not to have been labored in vain. Hidden and unknown, as have been for ages past the rich resources of those countries, watered by the above rivers—a condition not to be wondered at when we take into consideration the rule to which they have been subjected—it is not anticipating too much when we look for an abundant harvest as the result of our labors; a harvest not only of material value to the commercial community, but of some interest to the scientific. To demonstrate this position, which I assume for the late exploration of the tributaries of La Plata, does not lie within the limits of this report. It is a task which I hope to undertake and execute, though plainly and simply, in such manner as will exhibit the

field that is open to commercial enterprise, to the mechanical arts, to agriculture, and to scientific pursuits in geography and natural history.

At the distance of a few miles below the confluence of the Parana and Uruguay, and where they form the river La Plata, is the island "Martin Garcia," whose commanding position is such as to have made it the subject-matter of treaty stipulations, by which its occupation or possession should, under no circumstances, authorize or give the power of obstructing the free navigation of those rivers. The importance of its position, however, has been much diminished by the discovery, in the late work of the *Water Witch*, of a channel heretofore unknown, whose depth of water is two feet greater than that of the old channel, and whose course forms the common boundary between two foreign states, Buenos Ayres and the Banda Oriental; thus depriving this island not only of its importance as a military station, but of the political character it has hitherto maintained, of holding the command of the channel of the Uruguay, and, consequently, of the Parana also. This may be assumed as the initial point of the exploration and survey; and, as the Parana river presented the more extended and important field of operation, the labors of the expedition were first directed to that channel.

In explaining the manner in which the work was conducted, the department will perceive that the best means of which it admitted were resorted to for the attainment of accuracy; and these were sufficient for the accomplishment of the object in view—the construction of charts from a "running survey," based upon, and checked by, daily astronomical observations.

The chronometers, five in number, had been selected by the superintendent of the "Naval Observatory" because of their excellence, and it is gratifying to know that they sustained this character throughout our work as well as could have been anticipated. Their errors and rates were well determined previously to entering upon the work, in conducting which observations of the sun and stars were daily made, whensoever the weather would admit, for the determining of latitude, longitude, and variation. The distances between the points of observation were arrived at by reference to a uniform number of revolutions of the engine, which, from experience, was ascertained to be equal to a close approximation to a certain distance. Whatsoever erroneous estimate may thus have been made, it could not extend beyond the point of observation, so that there was always a check upon any error of judgment or irregularity in the speed of the steamer. There were, at all times, when the steamer was under way, two officers at work, exclusive of myself; one with the chart before him, projecting the course and distance, the width and depth of the river, with the topography on either bank; while the other recorded in the note book the same, together with all such remarks as were calculated to represent more clearly any peculiar characteristic. Soundings were taken at intervals of five minutes, when in deep water, but when in shoal water, as often as they could be had. The astronomical observations and their reductions were, at different periods of the work, conducted by Acting Masters Welsh, Powell, Murdaugh, and Henry,

to whom, in connexion with Lieutenant Jeffers, who joined the expedition after Mr. Welsh's detachment, because of ill health, the success of our work is mainly due, as having "borne the burden and heat of the day."

The Parana discharges its immense volume of water into "La Plata" by the confluence of three of its principal branches with the Uruguay, and by a number of other branches of less importance communicating directly with "La Plata," thus forming a delta of vast extent. The various branches susceptible of navigation were explored and surveyed.

The river was ascended through its main channel, in the Water Witch, up to the confluence of the Paraguay, about 800 miles from Buenos Ayres, when this latter river was ascended above that point about 900 miles up to a Brazilian military post called "Corumba;" beyond which the expedition, at this time, was prohibited from proceeding by the Brazilian government, for the reasons hereinbefore indicated.

The point of junction of these two rivers is about twenty-two miles above Corrientes, the principal town of the province of that name. Subsequently to the period now alluded to, the further exploration of the Parana—that portion of it yet unknown—was attempted; but the progress of the steamer was arrested by an assumption of unwarrantable exclusive jurisdiction by the government of Paraguay over waters where the right was shared and the jurisdiction concurrent with the Argentine Confederation. The right to explore the river throughout the extent of the jurisdiction of the Argentine Confederation was vested in the Water Witch by an injunction from the provisional director, General Urquiza, on its citizens to afford the expedition every facility, aid and assistance; and on the other hand, there rested on the Water Witch the obligation to carry out the grant that had been made by this liberal and enlightened act.

The progress of the vessel, however, in her ascent of the river, while carrying out the instructions of the department, and while acting not only by the permission but by the expressed desire of the Argentine Confederation, was arrested by the commission of an outrage on the part of the Paraguay government, which I sought in vain to avenge. The means were ample and available; the mode and manner of using them clearly demonstrated; the authority full and unquestioned, and resting in the hands of one whose rank and position in the command of a squadron should be a sufficient guarantee that the honor of his country's flag is in safe keeping when entrusted to him. The department having been fully advised of all the circumstances connected with this transaction, I abstain from giving, in this report, a detailed statement of what I must ever consider a wrong, an outrage unavenged. It becomes me to state, however, in this place, that the unwarrantable course pursued towards the Water Witch was induced by the exasperated state of feeling on the part of President Lopez, of Paraguay, arising from the fact that, in the discharge, not only of the obligation imposed upon me by instructions, but by my duty as an officer, I had removed, by means of the Water Witch, from under his oppressive rule a number of American citizens, who

located in that country for the transaction of commercial and other business, and having come under the ban of his displeasure, were treated in a manner not to be tolerated.

The time has elapsed when the indignity offered the flag should have been avenged, but I trust it has not passed when the government of Paraguay shall be made responsible for the pecuniary losses sustained by those American citizens, and caused by an exercise of the most tyrannical power.

In ascending the river Parana up to the confluence of the Paraguay, the territory on both sides belongs to the Argentine Confederation, with the exception of a portion of the right bank—about 145 miles in extent—which pertains to the State of Buenos Ayres. The provinces bordering the river are, Entre Rios and Corrientes on the left, and Santa Fé on the right bank, the northern portion of this latter province extending into “El Gran Chaco”—the home, and almost boundless domain of various tribes of inhospitable Indians. This is an extent of country embracing not less than 200,000 square miles; and notwithstanding it has been partitioned out by imaginary limits among the different states surrounding it—the Argentine Confederation, Bolivia, Paraguay, and Brazil—the Indian yet roams that vast domain in undisturbed possession. He sallies forth at times to rob the white man, and when pursued finds refuge in the immensity of this region, which he calls his own. This extent of pampa country—similar to our prairie—is well watered by streams, whose navigability, in part, has been proved, and whose banks are well studded with timber and wood for fuel. The fertility of the soil is unsurpassed, and the grass, in luxuriance unequalled, affords rich pasture for innumerable herds of cattle, horses, sheep, &c.

On the opposite bank, in the provinces of Entre Rios and Corrientes, we find a sparse, but hospitable population, inhabiting a country rich in natural resources—save those of minerals—soil fertile, and susceptible of producing in great abundance the various grain crops, cotton, tobacco, and every variety of vegetable. From the interior of these provinces small rivers empty into the Parana, whose navigability, at certain seasons of the year, would afford the medium of easy transportation to market for all the products of the country.

The city of Parana, the seat of government, is one of the most important towns of Entre Rios, although not the most populous. In Santa Fé, the province immediately opposite, the chief towns are Santa Fé and Rosario—the latter being the principal port of entry of the confederation. The population of this place has increased, within the past three years, in a ratio truly surprising, showing the effect of confidence in the recently established popular form of government.

Added to this may be mentioned, as an active stimulus to this influx of population into Rosario, the anticipated construction of the recently projected railroad from that place to Cordova. The route has been surveyed by one of our own countrymen, Mr. Allen Campbell, whose reputation in South America as an engineer is of the highest order, and whose favorable decision as to its practicability is quite sufficient to ensure the connecting of the western with the eastern part of the confederation by this iron bond.

In the prosecution of this survey it became necessary for Mr. Campbell to make a very thorough exploration of the river "Tercero," which, under the name of Carcaraña, empties into the Parana, a short distance north of Rosario. To him I am indebted for information relative to this river of such a character as to preclude the necessity, on our part, of a closer examination than we had already made.

He says, "The Tercero is not navigable in its natural state, neither is it susceptible of being made so by artificial means, at least, for any practical or useful purpose."

The construction of this road between Rosario and Cordova, together with the navigation of the river Salado, will contribute vastly to the commercial prosperity of the confederation, and not less to the perpetuity of its political existence.

There are many points in which the Parana and Paraguay assimilate to our western waters. Their course is from north to south. They have their periodical rise and fall, caused not by the melting of snow and ice which influence the latter, but by the rainy and dry seasons of the tropical region of Brazil, in which they take their rise. The average rise of the Parana is 12 feet, which begins in December, reaches its maximum in February and March, and will be found at its lowest state in August and September. In the month of October there is a partial rise of six feet, called the "*repunta*," which continues not longer than one month, when it subsides again to its low state.

The Water Witch, with a draught varying from 8 to 9 feet, ascended the river during the month of September, when it was at its lowest state, and experienced no difficulty from the want of a sufficient depth of water. Its channel is subject to changes during the season of increase. This, however, occasions no difficulty in the navigation of the river, because the vigilant pilot soon learns, from experience in river navigation, to discern, by inspection, the course of the main channel. The velocity of the current averages $2\frac{1}{2}$ miles the hour. Owing to the almost numberless islands with which this river is studded, some of them many miles in extent, its width, in parts, from mainland to mainland, is as much as 15 miles; but the width of the river proper varies from one-fourth to one mile. Its banks, at the distance of 300 miles from its mouth, towards its source, are well covered with the best quality of wood for steamers; and they maintain this character throughout. Many of the islands are sufficiently elevated to escape inundation, and offer an inexhaustibly fertile soil for cultivation, especially in rice.

On entering the Paraguay river, at the point spoken of, we have Paraguay on the left bank, and still "El Gran Chaco" on the right. This river differs from the Parana in several particulars. Its period of rising is generally the reverse; it contains but few islands; is confined between narrow limits; is more easy of navigation, because less obstructed by shoals; and the course of its channel is less variable; its width from one-eighth to three-fourths of a mile; its velocity two miles per hour; and its rise is from twelve to fifteen feet. In October it attains its maximum, and in February its minimum state. From its mouth to Asuncion, (the capital,) a distance of 250 miles, there were found no less than twenty feet of water, when the

river had fallen about two feet. This depth of water remained unchanged for the distance of several hundred miles above Asuncion, and the Water Witch had ascended the Paraguay seven hundred miles above this place ere she found less than twelve feet. At this time the river had fallen several feet.

The admirable adaptation of these rivers to steam navigation cannot but forcibly strike the most casual observer.

There are no obstructions from fallen trees, neither shoals nor rocks, to endanger navigation. At suitable points—in fact at every point, in Paraguay particularly—an abundance of the best wood may be procured immediately on the banks; and, when populated, no difficulty will be found in obtaining a supply of it prepared for immediate use. By experiment carefully made, one cord of the Paraguay wood was ascertained to be equal, in the production of steam, to a ton of the best anthracite coal.

The left bank of the river, up to the distance of 450 miles from Asuncion, is populated; but more and more sparsely as the northern frontier is approached. Between the most northern Paraguayan and the most southern Brazilian settlements, a distance of 250 miles, there is no habitation of civilized man. Various tribes of Indians were met with at different points, with some of whom we “held a talk,” and parted on such friendly terms, because of the numerous presents we made them in trinkets and tobacco, that they became somewhat troublesome, following us along the banks on horseback, desirous that we should repeat the visit on shore.

The “cacique” and one of his tribe were induced to come on board the vessel. They manifested no astonishment, notwithstanding the novelty of all they saw, a steamer, an object to them incomprehensible, and the first to plough the upper waters of the Paraguay.

Between the town of Santa Fé and Fort Coimbra, the most southern Brazilian military station and settlement, a distance by the river of about 1,400 miles, there is not the residence of one civilized man on the “Chaco” side. In 1855, a colony of Frenchmen was established, however, a short distance above Asuncion, under the auspices of the Paraguay government; but ere many months had elapsed, it fell into disrepute with President Lopez, and was abandoned. The apprehension of inroads from the Indians, has, up to this time, so effectually excluded all settlement in the “Chaco,” that, to the Paraguayans, the river which intervenes forms an impassable barrier, and the country on its opposite side a “*terra incognita*.” From Coimbra we ascended the river to Corumba, a distance of 120 miles. Intermediate the two places is the small village of Albuquerque. We had now reached the northern limit, Corumba, in latitude 19° south, to which our exploration of the Paraguay was circumscribed by the Brazilian government, having passed through $15\frac{1}{2}$ degrees of latitude, in a direction generally north, and arrived at a point in the interior of South America, very little short of 2,000 miles from the ocean by the course of the river. Judging from what I saw and heard, I have no doubt but that the Water Witch, at the season of high water, could have ascended 300 miles further. Up to the point reached by the Water Witch, steamers of five feet draught could ascend at all sea-

sons of the year; and with a more suitable draught of three or four feet, they could doubtless reach "Cuyaba," the capital of the rich province of "Matto Grosso," the frontier state of the empire of Brazil, bordering on the Paraguay. This place, with a population of eight or ten thousand souls, will present an important market to commerce, should Brazil abandon her exclusive policy in river navigation, and, with Paraguay, declare the navigation of the Paraguay river open to all commercial flags.

The most direct communication held by this place with other parts of the world is through Rio de Janeiro, over mountains, passable only by means of mules, and through a distance of 1,200 miles. The Paraguay is now made known to the world as navigable into the very heart of her rich frontier province; and Brazil, having become awakened to the vast importance of such a channel of communication, has, I learn since leaving the waters of the La Plata, entered into a treaty with Paraguay for the right to the navigation of that part of the river passing through her territory, or, more properly, claimed by her.

This is a striking instance of the important results which will eventually flow from this exploration, and evinces the high appreciation entertained by Brazil of the developments arising from the ascent of the Water Witch into the interior of a country never before known to be accessible to steam navigation. The arrival of the Water Witch at Coimbra was hailed with lively enthusiasm, as the forerunner of a new era in the prosperity of that region; as the pioneer of its commercial intercourse with the world; "as an event worthy of commemoration by the erection of a lasting monument."

As this was the first fruit of the expedition, it necessarily awakened to a lively sense of its importance the slumbering energies of Brazil, the country most deeply interested in the facts established.

It becomes a pleasing duty, at this part of the report, to make my acknowledgments to the "comandantes" of Coimbra and Corumba for the very polite and hospitable reception extended to us. The whole district is under the command of the commandant of Coimbra, Antonio Peixoto de Azevedo Ravim Capite, who controls an institution established at Albuquerque, which not only does great credit to the government of his Imperial Majesty in its efforts to civilize and Christianize the Indians, but trains up, by its benignant tuition, the rising generation, which will, in time to come, form a formidable force, competent to protect and defend her distant frontier from hostile invasion.

The policy of Brazil towards these Indian tribes is both lenient and humane, and well worthy the imitation of any government under whose guardian care these children of the forest may fall.

I have stated that permission to ascend the Paraguay river beyond Corumba had been refused. I was, consequently, forced to abandon, for the present, its further exploration, hoping that on a more mature consideration of my application the government of Brazil would yield its opposition. Permission *was* subsequently granted to explore all the tributaries of the Paraguay within the jurisdiction of Brazil; and, while anxiously expected, it reached me just on the eve of the rupture of my friendly relations with President Lopez, under whose displeasure

the further exploration of all the waters of Paraguay, or the entry within the limits of her territory, was prohibited by a formal proclamation. Our work was thus excluded from the waters of Paraguay that had not been explored, and, by the outrage before mentioned, prohibited, also, from a further exploration of the Parana. Previously to this prohibition, the exploration had extended a short distance up the Vermejo, one of the most important tributaries of the Paraguay, to which, by one of those arbitrary acts incident to a consciousness of power, President Lopez asserted exclusive jurisdiction, based upon a treaty *not* concluded, but *rejected* by the constituted authority. Concurrent jurisdiction is claimed by the Argentine Confederation with Bolivia as a question not admissible of discussion; and she even goes further, in the extension of her claims to a large portion of the "Chaco," many miles north of the Vermejo; thus sharing the "Gran Chaco" with Bolivia, and excluding Paraguay altogether from any right to territory on the right bank of that river.

Paraguay, however, asserts her claim, not by right of possession, but through a sufficient force stationed near the mouth of the river, by which she controls its navigation and that of its tributaries.

It had been my aim and object to continue the exploration of the Vermejo, and attempt that of the Pilcomayo—a river of importance to Bolivia, and also to the commercial world—if practicable of navigation; but the same proclamation which closed the Paraguay to further exploration closed this river also.

The time is not distant when all such prohibitions will be removed; when, under the march of intelligence, exploration, and its attendant developments, will open the road to commerce, to the advancement of education, and to the establishment of the most amicable relations among the distant nations of the earth.

The president of Paraguay, with intelligence far in advance of what could be expected in a country whose existence should date from 1840, and the people of Paraguay—than whom there are none more hospitable or kind—are alive to the importance of commerce, and aware that by it, alone, can the budding resources of their beautiful and rich country become thoroughly matured and developed.

The country of Paraguay presents a field for enterprise of which other portions of the world are profoundly ignorant. Its population, secluded from the world until the year 1840, were ignorant of their own hidden treasures, not of diamonds and gold, but of the more substantial, the more reliable products of the soil; which, aided by man's partial exertions, would yield a most abundant harvest. One of her natural products—the "yerba"—has, up to this time, been the chief source of profit. But, independent of these, as well as of the wealth centered in the herds of cattle which graze upon her extensive plains, it is the hidden treasure of her soil, it is agriculture—the basis of commerce—which she must cherish as the means by which she is to reach her destiny. Her mines of iron are of a superior quality, and although but partially tested, give evidence of a supply far exceeding her own and the combined wants of the neighboring States.

At the distance of 38 miles below Coimbra, and in latitude $20^{\circ} 10'$

south, the river "Bahia Negra" empties into the Paraguay, on the right bank. The entrance to the river, and the immediately adjoining country, constitute the entire territory which is yielded to Bolivia by the governments of Brazil and Paraguay; their claims, however unfounded, covering the remainder of the right bank of the Paraguay from the mouth of the Vermejo. The Water Witch entered the "Bahia Negra," and after ascending about 36 miles found the river closed by an impenetrable growth of grass, notwithstanding the depth of the water was nine feet. The banks of the river here became lost and blended with the vast sea of grass rising above the water. The high lands of Bolivia, from whence this river rises, were too distant to be seen. Nothing, save the mountains of Coimbra and Albuquerque, distant 40 miles, interrupted the boundless plain of grass seemingly floating on the water. Not only was our progress in the steamer arrested, but the grass so closed in the channel of the river as to render its further exploration impracticable with the boats. At the season of low water, it is confidently believed that an opening of this river might be effected into a region of Bolivia called "Otutiquis," which would give that state the nearest approach to waters navigable at all seasons, and thus render accessible to market the fairest portion of a country now shut out from the world.

The opening of such communication, which must naturally follow this exploration, I confidently look forward to, at no distant day, as one of its most valuable results. Public attention had already become awakened to the fact, ere the work had been completed, that this region of Bolivia was accessible to navigation.

Before leaving the waters of the Paraguay river, a very thorough exploration of the country of Paraguay was made. This was performed principally by the aid of Lieutenants Powell and Henry, who by means of the sextant, pocket chronometer and artificial horizon, determined the position in latitude and longitude of many important points. By this work, we are enabled to contribute to geographical science a degree of accuracy in position which this country does not enjoy at the present time. The agricultural districts, as well as those of the natural products, the "yerba," &c., were explored, and the mode of gathering and curing the "tea of Paraguay" accurately observed and noted by Lieut. Powell. The interesting establishments of the Jesuits, under whose benignant rule the "Guaraní" Indians were redeemed from a state of barbarism to civilization and Christianity, were visited, and their geographical positions determined. These establishments still retain in remarkable preservation evidences of the wonderful zeal, perseverance, skill and ability of their founders, in the structure, carving and painting of their churches. When it is remembered what the condition of the country was at the period of the erection of these buildings, with all that pertained to them; that it was a wilderness; that its inhabitants were savages; that out of this wilderness, and by these savages, these truly magnificent edifices were erected, and at such a distance from any civilized nation, one is lost in wonder and admiration at the will, the nerve, the zeal to attempt, and the intellect and skill to achieve such master works.

To give a faint idea of the course pursued by the order of Jesuits,

from the period of their landing to that of their expulsion, and of the results of their labors, which are so intimately interwoven, not only with the history of Paraguay, but with that of the Argentine Confederation, also, would lead me far beyond the limits of this report. I must therefore relinquish it here, for a more appropriate time and place.

Notwithstanding the narrow limits within which it is now kept, the cultivation of the soil was found further advanced in Paraguay than in the *riverine* provinces of the confederation.

The population may truly be said to be an agricultural people. The policy of Francia threw them upon their own labor, and made them dependent upon themselves for all articles of consumption. It drove them to the cultivation of the soil, at least to such an extent as to supply their individual wants; but it does not seem to have awakened or elicited either skill or ingenuity. With the least imaginable labor the earth brought forth her increase; and, secluded from the world as these people were by this restrictive policy, their infantile State had but few wants, and those were scantily supplied.

Time has changed for the better. Strangers are admitted into the country, the people are alive to progress, and the beneficial effects of that forerunner of all prosperity and intelligence, commerce, begin to be manifested in all their pursuits.

There is no trait of character more characteristic of the people of Paraguay than their hospitality to strangers. When we journeyed from one section of the country to another, whether on the frontier or in more settled parts, our movements were not only attended with perfect security, but our reception always with marked kindness. This country is open to the commerce of the United States. It presents a field, in common with the Argentine Confederation, which, in its abundant harvest, should not be allowed to fall into other hands. It is peculiarly our own. The similarity in the character of the rivers of South America to those of our own country, and the experience we have had in the construction of boats adapted to such navigation, render our builders and our navigators more competent to supply and run such boats than any other persons on the globe. It has been said that the commerce of these inland countries—alluding especially to Paraguay—can never be carried on directly with either the United States or Europe under their own flags, because vessels suited to the sea could not navigate these interior waters. In refutation of this idea—an idea not to be very much wondered at when we consider the ignorance that prevailed relative to their capacity—I need simply state the fact that the *Water Witch*, a “sea-going steamer,” a man-of-war, though small, of nine feet draught, penetrated into the interior of South America to the distance, from the ocean by the river, of 2,000 miles. Ocean steamers of *four times* her tonnage may ascend these rivers nine-tenths of this distance at *all seasons* of the year, as their draught need not exceed six feet.

Previously to leaving the waters of the Paraguay, two of its small tributaries were explored and surveyed, the “*Jejui*” and “*Confuso*”—the former in the small steamer by Lieutenant Ammen, and the latter by Lieutenant Murdaugh. The “*Jejui*” rises in the mountains

of Paraguay, and forms the channel by which much of the "yerba" is conveyed into the main river, and thence to Asuncion. The "Confuso," less important at this time, and requiring much labor to render it navigable, or at all available, rises in the unknown regions of the "Chaco," and empties into the Paraguay about 60 miles above Asuncion.

The commerce of Paraguay in its extent and progress may be judged of from the following statement taken from authentic records. The increase in exports will exhibit strikingly the benefits resulting from the free navigation of the Parana and Paraguay—an increase produced solely by the native population, there having been no immigration into the country, within the period embraced, calculated to augment the amount of its products.

PARAGUAY.

Return of goods into Asuncion during 1854.

[These import duties are 20 per cent. on articles of necessity, and 25 per cent. on articles of luxury. These duties are levied on a lower valuation than the real value of the goods, so that the total amount of importation may be considered to represent \$700,000.]

Grey shirtings and drills.....	\$112,559
Bleached shirtings and drills.....	41,645
Prints and muslins.....	103,878
Shawls and handkerchiefs	51,740
Ticking and cotton pantaloon stuff.....	12,794
Twill.....	585
Thread.....	14,799
Bobbinet.....	1,559
Book muslin.....	4,543
Socks and stockings.....	400
Woolen goods.....	68,697
Silk goods.....	13,922
Ribbons.....	4,012
Hats.....	10,282
Ladies' dresses.....	3,096
Umbrellas.....	330
Boots and shoes	2,498
Hardware	32,470
Wine and spirits.....	7,295
Books.....	2,034
Chairs	360
Salt.....	12,437
Sugar	1,521
Flour.....	1,235
Medicines	1,125
Glass.....	539

Fireworks.....	\$703
Red beads.....	1,232
Unenumerated articles.....	77,233
Total amount in 1854.....	585,493
Amount imported in 1853.....	406,688
Amount imported in 1852.....	540,150
Amount of import duties in 1854.....	123,289
Amount of import duties in 1853.....	56,564
Amount of import duties in 1852.....	123,276

PARAGUAY.

Exports from Asuncion during 1854.

[The number of vessels that arrived in Asuncion in 1854 was 160, with about 8,000 tons, of which 2 were British, 31 Paraguayan, 116 Argentine, and 11 Oriental. The export duty is 10 per cent. on almost every article, except starch, which pays 6 per cent. Of the exports of 1854, 82,882 arrobas of yerba, 2,074 pesadas of raw hides, 52,670 varas of timber, and 311 arrobas of horse hair, paid no duty, being exported or sold by the government. The value of these articles is about \$300,000, leaving only \$477,800 worth of produce exported by the trade, making a balance against the market of \$222,500, assuming \$700,000 as the actual value of the imports.]

Yerba, 85,676 arrobas*.....	\$282,489
Tobacco, 103,868 arrobas.....	148,164
Cigars, 5,264 thousands.....	12,568
Timber, 80,313 varas.....	49,050
Raw hides, 38,957 pesadas.....	156,287
Tanned hides, 15,566 hides.....	66,650
Horse hair, 3,205 arrobas.....	9,833
Tan bark, 15,920 arrobas.....	2,719
Starch, 23,325 arrobas.....	10,596
Oranges, 266,893 almudas.....	11,288
Sweetmeats, 29,588 arrobas.....	19,086
Molasses, 30,668 asumbres.....	1,279
Sugar, 7 arrobas.....	20
Sugar cane, 35,600 cañas.....	53
Rum, 12,534 frascos.....	3,168
Maize, (corn,) 29,922 almudas.....	597
Rice, 54 arrobas.....	17
Beans, 3,394 arrobas.....	984
Meal mandioca, 706 arrobas.....	179
Ground nuts, 6,264 arrobas.....	1,164
Algarobilla, 775 arrobas.....	96
Paddles, 196 dozens.....	472

*Paraguayan measures: Almuda = 12 quarts dry measure. Arroba = 25 pounds. Frasco = 3 quarts liquid measure. Asumbra = 34 pounds.

Bamboos, 3,724 dozens	\$235
Lime, 200 fanegas (12 almudas)	500
Earthenware	63
Total amount of exports in 1854.....	777,557
Total amount of exports in 1853.....	691,932
Total amount of exports in 1852.....	474,499
Total amount of exports in 1851.....	341,380
Amount of export duties in 1854	40,150
Amount of export duties in 1853	36,319
Amount of export duties in 1852	29,200
Amount of export duties in 1851	10,970

In addition to the articles of export here enumerated, there are other natural products—iron, dye-stuffs, medicinal plants, timber of superior quality for ship building and cabinet work, India-rubber, &c.—which will vastly augment the present amount of exports, so soon as the petty restrictions now imposed on commerce shall have been removed, a more liberal system adopted for the encouragement of immigration, and a more positive guaranty given for the security of private property. Advancements have been made toward the attainment of these objects since the death of the dictator, Francia, but their accomplishment has not, as yet, been achieved. It is but the work of time, and that not very distant. In the progress which has marked the policy of the Paraguay government during the past three or four years, the influence of commerce, stimulated by the opening of the navigation of those rivers, and guaranteed by treaty stipulations, may be distinctly traced. Foreign enterprise embarked in the trade, and the construction of a small steamboat—by the expedition—(the first ever launched into the waters of the Paraguay) demonstrated to the government its resources in part, and at the same time its want of the ability, skill and enterprise, to develop them.

These lessons were not lost on President Lopez. He purchased two steamers, and more recently built one on the banks of the Paraguay, near Asuncion, entirely of the wood of the country. For purposes of ship building there are woods in Paraguay of superior quality, the most indestructible of which is the “lapacho.”

The following list embraces the names of the woods, of which specimens were sent home from Paraguay. Among them are some of very beautiful color and fine grain.

Lapacho,
Palo de Rosa,
Morosimo,
Matajojo,
Aya,
Urunday,
Algarroba,
Guayaya,
Laurel Negra,

Esencia,
Timboyta,
Curupayna—3 kinds,
Curupay,
Yrapipe,
Palo Blanco,
Arihan,
Guayacan,
Espina de Corona,

Laurel Amarillo,
Tatara,
Quebracho Colorado,
Quebracho Blanco.

Palo Santo, (*Lignum Vitæ*)
Palma,
Namguapere,

In extending the exploration into the provinces of Corrientes and Entre Rios—those two riverine States of the Argentine Confederation lying east of the Parana—every facility was offered by the enlightened governor of Corrientes, and by the authorities of every district of the two provinces into which we entered. Politeness and hospitality marked the conduct of the people of the country throughout.

Cultivation is on a limited scale. Grazing of cattle and horses is the principal source of profit to the “estanciero,” while “jerked beef,” hides and tallow, constitute the chief articles of export trade. Quantities of the hard woods are sawed and shipped from Corrientes, where there were being erected steam saw-mills at the time of this exploration.

The northern part of the province of Corrientes is not adapted to cultivation, but suited to grazing. It is but little above the level of the river, and intersected in parts by small lagoons, which, forming a continuous chain, linked together by narrow creeks, present quite a picturesque appearance. In the northwest part of the province is the mysterious lake of “Ibira,” around which tradition has thrown a veil of religious awe, preventing all intrusion upon its stillness by the surrounding people. The islands with which it is studded are said by some to have been resorted to by the Jesuit fathers for the performance of some religious ceremony, and by others, as the depositories of treasure, in which excursions none were permitted to participate but the fathers themselves. The real obstacle to a better knowledge of the lake and its islands arises, doubtless, from the difficulty of penetrating the extensive fields of grass which skirt the margin. It is the headwaters of many small rivers, the principal of which are the Corrientes, emptying into the Parana, and the Miriñay into the Uruguay; both susceptible of navigation at certain seasons of the year. Of the two the Corrientes is the more important, not only because of its coursing through that portion of the province best suited to both agriculture and grazing, but because it empties into a river navigable at all times from their confluence to “La Plata.”

The province of Entre Rios, joined to Corrientes on its south, though limited in extent, is more largely engaged in the rearing of cattle, horses, and mules, than any other of the confederation. Its soil is fertile, and the best evidence of the excellence of its grass is to be seen in the superiority of its horses, cattle and sheep. The stranger is forcibly struck with the absence of all cultivation; for nature seems to have done all that man could require. Here, the pioneer in agriculture has not to encounter the task of clearing his land of huge and lofty trees, as with us; he has simply to turn up the virgin soil to the sun, plant his seed, and, with the smallest amount of labor, reap an abundant harvest. The cultivation of wheat in this province, though on a limited scale, has tested successfully the capability of both soil and climate. The channels of communication possessed by these two provinces for the transportation of produce

to market are unequalled. The two united, form the figure of a parallelogram—almost entirely surrounded by the Parana and Uruguay—and from their interior flow navigable streams, affording the means of communication at almost all points. Blessed by nature, as these countries are, there are wanting what alone can develop their resources—laboring hands, an agricultural population. Those now in power, whose efforts are for the advancement of their common country, are fully alive to this fact, and the most effective measures have been taken to induce the immigration of this class of people. Under the guaranty of stability of government, which it now seems to be the determination of the States to maintain, the flood tide of immigration will set stronger and stronger, as it has already begun, until the demands of the country are satisfied.

Suppose the resources of this confederation alone fully developed, who can calculate, at this time, the product that would arise from them? And, what is worthy of serious thought and high consideration, who can estimate the future importance of the commerce which this development would create?

The river Uruguay, which bounds Entre Rios and Corrientes on the east, and separates those two provinces from the Banda Oriental and Brazil, is navigable at all times for the distance of 250 miles, up to the "Salto Grande." Here there is a ledge of rocks stretching across the river, and from its extending up the stream has more the character of rapids than of a fall. For a very short time in the year, during the month of October, the river rises to the height of from fifteen to twenty feet, forming over the fall a rapid current, but of sufficient depth to allow of its ascent, under an extraordinary steam pressure. Beyond the "Salto," the river again becomes navigable for small vessels of five feet to the distance of 100 to 200 miles. This "Salto" is, nevertheless, a barrier to the navigation of the river above, the period of high water being of so short duration. When the population of the country above shall have increased, and have felt the want of water transportation, they will see the propriety and practicability of ascending and descending this Salto by means of locks.

The scenery on this river, especially on the left bank—the Banda Oriental—far surpasses that of either the Parana or Paraguay. At the distance of 100 miles above its mouth, the scenery on the right bank, Entre Rios, changes from the flat wooded to the undulating grassy, with skirts of wood here and there fringing its margin. But the left bank, the Banda Oriental, is beautiful throughout. The land is higher above the river, more rolling, with wooded ridges and grassy hill-sides, gently descending into meadows of surpassing verdure. And yet this beautiful, fertile country, exclusive of its principal town, Monte Video, of 80,000 inhabitants, presents the sad spectacle of a waste. Civil wars have desolated the land, and even the city itself has become a battle field. There remains no longer in the country the inducement to revolution, viz: cattle; but in the city there still remains the custom-house, with its rich store of bonded goods, for the protection of which often has it become necessary for foreign men-of-war to interpose.

The resources of the Banda Oriental, notwithstanding its having a

market of its own, are as little developed as the most remote northwest provinces of the Argentine Confederation; and this is because men are not willing to work when they have no guaranty of security for the products of their labor. With the security of peace, this State would soon assume a very different aspect.

The progress of the expedition having been thus far imperfectly sketched through the rivers Parana, Paraguay, Uruguay, and to a short extent into such of their tributaries as were open to it, extending also through those States and provinces east of the rivers, it remains to describe its operations in the connecting of those with the river "La Plata;" in the exploration of the river "Salado;" and in examination of parts of the provinces of Santa Fé, Cordova, Santiago del Estero, Tucuman, and Salta, whose future interests are immediately involved in the navigation of the Salado. The importance of this river to the western and northwestern provinces of the confederation—assuming its navigability established—would occur forcibly even to the most casual observer, who should cast an eye over the map purporting to lay down its course. The circumstances under which the exploration of the Salado was attempted were altogether discouraging. We were told by those who were supposed to be the best informed, that we might possibly ascend about forty-five miles; by some that it was no river; and by others, that it took its rise in some of the numerous lakes commonly found in that region of country; from which may be gathered some idea as to the extent of information obtainable, on this and similar subjects, during the prosecution of the work.

To Lieutenant Jeffers, assisted by Lieutenant Henry, the charge of the *Water Witch* was committed, with instructions to connect the work of "La Plata" with its tributaries, by a detailed and minute survey. This work, thoroughly executed, resulted in the discovery, as has already been stated, of a new channel connecting "La Plata" with the "Uruguay" and "Parana," and passing east of the island "Martin Garcia." It deprives this island of its commanding military position, and gives to the Banda Oriental concurrent jurisdiction with the state of Buenos Ayres over the entrance to the tributaries of "La Plata," a right exclusively claimed heretofore by the latter.

While thus employed, the *Water Witch* performed most important services in rescuing the Spanish man-of-war schooner "*Cartagenera*" from a position in which she must inevitably have become a wreck had not such timely aid been rendered.

Having chartered a small steamer of ninety feet length, twenty-six inches draught, we entered the Salado with the following officers:

Thomas J. Page, lieutenant commanding.

William H. Murdaugh, lieutenant and acting master.

William L. Powell, lieutenant and acting master.

Robert Carter, assistant surgeon.

T. B. C. Stump, assistant engineer,
and a crew of twenty-two men.

The country through which we were about to pass was in the undisturbed possession of tribes of Indians, known to be very savage. It became necessary, therefore, to be prepared to make a defence against their attacks.

This river takes its rise in the western Cordilleras of the province of Salta, and after a very tortuous course, under the general direction of southeast, empties into the Parana at the town of Santa Fé, and offers to the still further western provinces, "Catamarca" and "Rioja," the most direct and cheapest channel of communication. Its ascent was begun at the season of low water, in July and August; notwithstanding which the river was in its lower part unusually full, but falling. After reaching the distance of three hundred and sixty miles from its mouth, it was apparent that in this part of the river the water had fallen from twelve to fifteen feet, and was still falling slowly. I continued on, until finding but two and a half feet water determined to return and proceed by land to the upper waters; thence to descend the river, if it were possible to procure or construct the means of so doing. In our progress with the steamer, we had ascended the river but a short distance when we reached what may be called the frontier military post of Santa Fé, although far within her limits, located here as a check against the further encroachments of the Indians upon the estancias in the immediate vicinity of the town of Santa Fé.

The flat lands immediately adjacent the river extend from one to about five miles in width, forming a "river bottom," well wooded and densely covered with grass; from which the more elevated land, skirted with timber of superior quality, rises gradually to a level with the surrounding *pampa*. The growth on the river bottom and immediately on the banks is of excellent quality as fuel for steamers, and may be had in great abundance. In its green state we experienced no difficulty in keeping up the requisite quantity of steam.

The character of the country is very much the same as that throughout the "Gran Chaco," an alluvial formation, with the deposits for ages of decayed vegetation, reproducing from year to year the most luxuriant growth of grass.

One cannot pass along this river without giving utterance to the regret that such beautiful localities should be unoccupied by the hospitable dwelling, or that Nature's bountiful bestowal should remain a blank, a wilderness, as little appreciated by the savage man of the *pampa* as by the wild beast of the forest.

We had progressed several hundred miles beyond any habitation, and entered some distance into the country possessed by the Indians, but encountered none of them. A herd of wild horses was seen, containing more than one hundred. The country in the vicinity abounds in animals, such as the tiger, deer, and wild goat; the lagoons in ducks, geese, and swans; and the river in fish of great variety.

Specimens of these were secured whensoever it was possible to do so.

Having ascended as far as was practicable with the steamer at that season, as has been stated, I returned to Santa Fé, despatched Mr. Powell in charge of her, to survey the "Paranacito" and "Pabon," branches of the Parana, and proceeded by land, accompanied by Mr. Murdaugh and one of our most trusty sailors, to the upper waters of the Salado.

In facilitating our movements, Señor Cullen, governor of Santa Fé, promptly put at our service all the requisite means at his disposal.

As we were about to pass into the province and town of Cordova, by a route very little frequented because of the Indians, the governor proffered us the protection of a military escort. The insecurity in travelling on this route made such precaution absolutely necessary. It was, therefore, thankfully received.

Our road through Cordova was not the most direct route to Santiago, the point aimed at, from which we were again to enter the Salado; but the only route along which the means of travel could be procured, after leaving the province of Santa Fé.

To give an idea of the endurance of the horses of the Argentine Confederation, I should state, that for five days consecutively I rode, between "sunrise and sunset," the distance of one hundred and five miles, changing horses at the "postas," distant one from the other, from twelve to twenty-four miles. On one occasion, Mr. Murdaugh and myself, accompanied by our escort, rode one hundred and twenty miles in twenty hours, not changing horses; and on the same horses continued travelling during the two succeeding days; resting and feeding the horses on the natural grass of the pampa during each night. The horses during the time of travelling were never permitted to drink.

Arrived at Santiago, after a journey of six hundred miles, we were most kindly received by the governor, Don Manuel Taboada, and became the guests of his house. His hospitality and kindness, as well as the very polite attention of his whole family and friends, deserve our most grateful thanks. Having learned the object of our visit, he desired not only to furnish a boat manned, and associate with us his brother, but also to accompany us himself by land, with an escort of eighty soldiers, as a protection against the Indians, who were known to be at different points of the river in considerable numbers. All was soon made ready; the boat was transported by oxen, a distance of forty miles to the point at which we wished to enter the river, and launched upon the waters of the Salado, under the national flag of the confederation, presenting a scene as interesting as novel to the surrounding spectators.

Don Antonio Taboada accompanied us in the boat. His good company, perseverance and zeal to carry out our plans tended in no small degree to their success.

While descending in this boat, and before leaving the inhabited part of the river—for it must be remembered that the part unknown and in the possession of the Indians is about 400 miles intermediate with the settlements of Santa Fé and those of Santiago—some of the people on the river side, through fear or ignorance of what our boat might be, freighted with human beings, would make a most precipitate flight into the woods, imagining it some demon garb assumed by their ever persecuting enemy, the Indians. A detailed account of the exploration, accompanied by the various incidents to which it gave rise, however interesting it might be, would protract this report beyond its prescribed limits.

The descent of the river was continued with difficulty, at times, arising from overhanging trees, and those fallen from the banks; and having proceeded for many days, occasionally encountering obstacles of this kind, I found that the delay in our progress was unnecessarily

great, inasmuch as the character of the river was fully comprehended, and its obstructions clearly understood, I therefore determined to proceed by land, with the party attending us; seeing that, from the nature of the country, a sufficiently thorough examination of the river could be made in that way. The country presented one uninterrupted plain, with this river meandering through it, its course, width and depth having the uniformity of an artificial canal, marked out by the growth of the woods skirting its banks, and sufficiently open at every point to admit of approach and of travel along its margin.

More than two months had elapsed since the ascent of the lower part of the river in the small steamer; and already, by the early setting in of the rainy season in the province of Santiago, had the river become swollen to such an extent that at no point from whence we abandoned the boat was there found less than 6 feet water; showing that the low state of the river throughout the distance of 700 miles from its mouth continued not longer than two months of that year, 1855. In this whole extent, from Santa Fé to a point, "Sandia Paso," 33 miles below "Bracho," the eastern frontier post of Santiago, there are no obstacles to safe navigation, even at this time, save here and there a fallen tree, at intervals of great distances, which could be removed by an ordinary boat's crew. At Bracho, the river becomes merged in a lake covered with a growth of flag, which, at the low state of the river only, would present a formidable obstacle to navigation, as it is at this time, but which could be easily removed.

These obstacles will doubtless be removed by the general government. In the province of Santiago alone, where they exist, the enthusiasm of the people is so great that with the ordinary ration, and a daily allowance of tobacco and maté, the work could be accomplished in one season, and the navigation made uninterrupted for six hundred miles by the shortest land route from Santa Fé. Throughout the whole extent there is not an obstruction which may not be removed by manual labor, without the cost of machinery, or calling into requisition the science of engineering. There are neither rocks nor shoals.

Having become satisfied of the practicability of rendering the Salado navigable during the season of high water, from Santa Fé to the distance of nine hundred miles by the river—six hundred by the route now travelled and four hundred in a right line, up to within a short distance of the point at which our boat was launched—the exploration was extended through the provinces Tucuman and Salta, up to the capitol of the latter, under the same name, by one route, and on our return by another; Mr. Murdaugh coursing along the river, descending it from a point called Mira Flores to that at which we entered the river in the boat, whilst I pursued another route. The result of his examination of this part of the river may be given in the words of the journal:

"There would be some difficulty in the navigation from Mira Flores to San Miguel, because of the rapidity of the current arising from the fall in the level of the land. It is also interrupted in that part by sand banks. From San Miguel the river becomes confined within high banks, well wooded, level country, but little current,

width greater than below, perfectly clear of obstructions, well inhabited, country beautiful, but little cultivation—some wheat.”

He speaks in pleasing terms of the hospitality extended him by the inhabitants of the country. Although so far removed from the usually travelled route, they had heard of the success attending the exploration of this river; that of a truth it mingled its waters with those of the Parana, and contributed to swell La Plata; a truth which filled them with the most lively anticipations of the future.

This additional distance extends the navigation of the Salado to about 150 miles, by land, above the point at which the boat was launched; thereby giving to Tucuman and Salta the benefits of river transportation for their merchandise and produce. In these benefits the more western provinces, Catamarca and Rioja, will also participate, although not so directly.

Their mines, by this mode of transportation, will no longer remain valueless; they will contribute their share—amidst the developed resources of the country—to swell the bulk of exportation in products for which, at this time, and under the existing state of things, there are no means of transportation.

In claiming for this expedition the discovery of the navigability of the Salado, I am well aware that there has been a tradition that the Salado was navigable up to Matara. The absence of all confidence in this idea, however, was so prevalent—I may say universal—that it was at no time followed up so as to establish its truth. On the contrary, when the attempt was first made to test it the reports which reached us were very discouraging.

While descending the Salado we encountered hostile Indians at two different points. They were attacked by our escort, and, considering the odds so much in our favor, they defended themselves most gallantly, and at times, after their usual mode of fighting, would make a dash with considerable effect. They were mounted and armed with the lance. Their expertness with this weapon, and their management of the horse, are scarcely equalled by the “Gaucha,” their civilized enemy. There were recovered from them two or three hundred head of cattle and as many horses, which they had stolen but a few days previously from the “estancias” and poor people living along the Salado.

The privation and exposure we experienced throughout this exploration, not only of the Salado, but of the country somewhat in the interior of the provinces, were calculated to try our physical endurance, and test our zeal and energies even in a cause of such deep interest and importance. We nevertheless found ourselves relieved from the fatigues of the day, after a night spent upon the soft grass of the *pampa*, with the canopy of heaven our vaulted roof. The rain would descend with tropical force, but our India-rubber ponchos seldom failed to secure us refreshing sleep. The dawn would find us, though wet, prepared for the toils of the day. The life was one of health and vigor. Never were our physical energies more nerved to meet and overcome toil and privation. Weeks and months thus passed away; and had the time been doubled, and the exposure greater, so

happy a termination of our labors would have amply compensated for all such endurance.

The exposure incident to works of this character is calculated, generally, to give a correct idea of the health or sickness of the country in which they are prosecuted. And such was the unusual absence of sickness among both officers and crew of the *Water Witch*, notwithstanding the exposure to which we were subjected, that we are constrained to pronounce Paraguay and those provinces of the Argentine Confederation which constituted the field of our operations, the healthiest region we have ever visited. Its proximity to the tropics, and physical character, judging from analogy, might, on a superficial knowledge of it, convey a very different idea.

In giving this as an opinion, we do not judge solely from the effects of the climate on our exploring party, but from facts indisputable. In Paraguay there is no practicing physician. Nature provides a "remedio" for every disease in the medical plants which are to be found throughout the country; and few there are who do not know the peculiar virtue of each one. Among the botanical specimens, collected in Paraguay alone, there are sixty-six varieties of medicinal plants, and yet the collection is incomplete in this branch. It is not an uncommon occurrence to meet with aged persons who will say they have never been sick. In the province of Santiago del Estero there is no professional physician. One will often hear the remark, "there has never occurred in Santiago a case of intermittent fever;" and so far as our experience goes, it tends to verify the statement. It was in this province that we tested our own powers of physical endurance, and at the same time the health of the climate, by the exposure to which we were subjected both by day and night. During the greater portion of the year the country people sleep in the open air, never "in doors" unless driven in by rain.

This condition of climate prevails, although in a less degree, throughout the confederation, and notwithstanding the limited demand for medical services, it is by no means supplied in the cities of Cordova, Tucuman, &c., where the practitioner would have his surgical skill as often called into requisition as his practice of medicine, and where the people, entertaining a just appreciation of such services, are punctual and liberal in rewarding them.

Before leaving this imperfect sketch of our work in this region of country, I should not only do violence to our feelings, but injustice to others, were I not to make a formal acknowledgement of our high appreciation of the hospitality and kindness extended to us, not only by persons of the highest official position, as governors of the provinces of Santa Fé, Santiago, Tucuman, and Salta, but by gentlemen and families in their private circles, whose attentions will ever be recalled with emotions of the most pleasing character.

The following extracts from the government papers will, in part, show the enthusiasm felt in some sections of the confederation on the subject of the navigation of the Salado, and in truth they may be looked upon as expressing the feelings of the whole country.

[Translated from the "Argentino Independiente" of Tucuman, of October 3, 1855.]

"We have among us two distinguished guests, Captain Page and Lieutenant Murdaugh of the North American navy. We hasten to salute and welcome these gentlemen, for whom Tucuman entertains the most lively sympathies; it being well known that these gentlemen, with a degree of intelligence, energy and perseverance beyond all praise, are engaged in the exploration of our interior rivers. This enterprise could not have been entrusted to a more suitable person than Captain Page. It appears that no difficulties can deter him from accomplishing his undertakings. He has already achieved the triumph and glory of being the first who has penetrated and subjugated by steam our deserts. We hope that powerful agent of modern civilization will soon directly influence the advancement and civilization of this republic.

"The government, duly appreciating the important services which these distinguished officers of the American navy confer on the country, and regarding the recommendations from the national government, has in honor of these gentlemen given a splendid banquet, at which were assembled our most distinguished citizens," &c., &c.

[From the "Argentino Independiente" of November 10, 1855.]

"According to the information concerning the 'Rio Salado' which has been given to us, in various extracts of letters forwarded for publication by the minister of government, Don José Posse, we can say that the navigability of the Salado is now an established fact. We are lost in wonder and admiration when we consider this achievement, and the revolution socially and commercially it is destined to work out in the condition of these provinces. The rich and varied products of Tucuman will no longer be confined within her own borders, but will be transported, by means of the Salado, to seek a market in other provinces of the confederation, or in some foreign land," &c., &c.

[From the "Comercio de Salta."]

"We announce, with pleasure, the arrival in this capital of Captain Page and Lieutenant Murdaugh, of the United States navy.

"It would be unnatural in a Tucumano not to entertain towards these gentlemen the warmest sympathies. The service they have rendered to the country in revealing to us the existence of a navigable river in that region which, until recently, we regarded only as a desert, to be feared because of its savage tribes, is inappreciable. Our mind, pre-occupied with the political events which, during forty years, have rent our bosom, appears not to comprehend, even now, the importance of this species of conquest. There remains no doubt that the Salado is navigable up to within the province of Salta.

"The illustrious North American government, to which we are beholden for this discovery, can always rely on the gratitude of loyal 'Argentinos;' and Captain Page and Lieutenant Murdaugh, explorers on the part of that government, leave with us remembrances that will immortalize their names. To the perseverance and energy of

these intelligent naval officers are due, in an eminent degree, the advantages which the western and northwestern provinces of the confederation are about to realize from the navigation of the Salado," &c., &c.

These extracts are sufficient to show the appreciation of our labors in the Argentine Confederation.

The collections in natural history made by the officers alone, under discouraging circumstances, will, I hope, be found worthy of presentation to the scientific world. The officers generally, as is stated, aided in the collection; but the services of Dr. Carter, in this branch of our work, contributed most materially to its success. In devoting a few words to this collection, I will use the language of one of our most distinguished naturalists, as expressed in a note to me.

"The collections in natural history, obtained by the Water Witch, are very comprehensive in character, embracing specimens of quadrupeds, birds, reptiles, fishes, insects, crustacea, shells, minerals, plants, living and dead, with seeds and sections of wood, fossil remains of fishes, &c. The aggregate is one of great magnitude, and may safely be said to constitute, by far, the largest collection ever made in South America by an American expedition. Notwithstanding the difficulties of preservation consequent upon the hot, moist climate, the specimens brought home are all in the finest possible condition. The collection is especially rich in the larger birds of Paraguay; in the hawks, eagles, ducks, geese, macaws, curassous, &c., several of which are believed to be new to science, and few of them previously brought to the United States.

"Some interesting quadrupeds were also procured, as the jagua, the nutria, so well known in the fur trade, the capybara, the armadillo, various species of deer, monkeys, &c. Specimens of the two first mentioned animals were brought home alive, and sent to the government Asylum for the Insane. The collections of reptiles and fishes of the region explored are believed to be much more complete than those of any previous expedition."

They embrace specimens of nearly all the various serpents of Paraguay. Among them are some formidable species of the families of the rattlesnake and copperhead.

"The fishes are in very great variety, and will illustrate the formidable and rapacious character of all the inhabitants of the fresh waters of South America, in being universally provided with sharp cutting teeth. A considerable proportion of all these are believed to be undescribed, as also of the invertebratae."

I regret to say that several of the living animals previously sent home from Paraguay, as the tapir, capybara, coatimundi, with two or three birds, either died on the way, or after their arrival in the United States. It was found almost impossible to preserve, in a proper condition, dried plants, although a large number was collected; also, seeds, and some living plants, some of which are now growing. Particular attention was paid to those of special interest.

The large collection of woods of Paraguay, in sections, will be found not without interest.

In concluding this synopsis of the report, which, with the permis-

sion of the department, I hope to make more in detail at as early a period as possible, I will state, in a few words, the extent of survey and exploration accomplished by the expedition in the tributaries of La Plata, and in the countries adjacent, or immediately interested in their navigation.

The survey embraced an extent of river course of 3,600 miles, and of actual exploration, or travel by land, of 4,400 miles. These waters are open to the American flag and their territory to American enterprise.

He who established, at the downfall of Rosas, that free and independent government, the Argentine Confederation, based upon principles identical with those of our own Constitution, has unsealed the mouths of these rivers, opened them to commerce, and holds out inducements to immigration on terms of the most enlightened and liberal character.

The progress made in those countries, even during the short period of the operations of this expedition—the constitutional government having been established in 1853—was too manifest to escape the most uninterested observer; an advance towards good government, a progress intellectually and morally, in three years, far exceeding what had been accomplished during three hundred previously; demonstrating practically the wonderful blessings of peace and good government over civil wars and despotism.

No portion of South America has so largely occupied the attention of European statesmen, within the last twenty years, as the states of La Plata; and my opinion of the immense resources of this country are more than sustained by those of some of the most eminent men of Europe.

With the navigability of her great interior water courses once established, La Plata will have received the development of centuries, and we may safely anticipate the tide of immigration which will set into those countries; and without being visionary, we foresee a future development, which in the history of the world will only be surpassed by the growth of the United States of North America. In offering to immigration and to trade, the temptations of a country, even richer in all natural, mineral, pastoral and agricultural resources than the great basins of the Orinoco and Amazon, she offers a climate genial and unrivalled for its salubrity; and a population sufficiently large, and advanced in civility, to form, at once, the basis of extensive commercial operations.

Brossard, a French diplomatist, in a recent work upon La Plata, says, in writing on the immigration from France into that country: "In 1838 the number of French registered at the French consulate at Montevideo amounted to five thousand, at the end of 1842 it had increased to nine thousand; but it must be remembered that this register embraced only adults, and the best authorities compute the whole number, inclusive of women and children, at not less than fifteen thousand. During the first months of the year 1841 there arrived at Montevideo more than thirty-five hundred persons from the Basque provinces, and it is estimated that not less than 28,245 European immigrants arrived from 1838 to the close of 1841."

It must be remembered that this tide of immigration flowed in when these countries were distracted by civil wars and revolutions, which have given place to more settled governments and commercial treaties with the United States and some of the great powers of Europe; treaties which have opened to the world countries less known than Japan, and offering a much more extended and varied field for commercial enterprise. Some of these countries have, by recent acts—by donations of land, &c.—offered great inducements to immigration; indeed, they have entered into arrangements with agents to promote the transportation of immigrants upon the most favorable terms.

We can only imagine what they may become when the results of our explorations are made known.

We, as before stated, have ascertained and established the navigability of the river Salado to the distance of 800 miles—never before passed over by the white man—and have, for the first time, exhibited upon the waters the great lever of modern civilization—steam. It waters a country unrivalled in the beauty of its scenery, the salubrity of its climate, and the riches of its natural resources; and brings into communication with the Atlantic some of the richest and most populous provinces—Santiago del Estero, Tucuman, Salta, Jujui, &c.—whose products have heretofore been conveyed to the port of Rosario by ox wagons, occupying a period of ten months to go and return, but which can now by boats reach the same port in 15 days, and a return cargo of merchandise be made in 25.

Even the Indians, who have heretofore made hostile descents upon the few settlements along its banks, might be made, by kind and judicious treatment, powerful agents in developing the agricultural resources of the country.

On some of the “estancias” of the Argentine Confederation this experiment has been made with success.

Our explorations upon the Paraguay have extended seven hundred miles beyond any previous navigation, and our labors have been made the “subject” of a highly complimentary notice before the royal geographical society, by Lord Ellesmere and Sir Charles Lyell.

A part of the ancient empire of the Incas—the state of Bolivia—has vital interest in the results of this exploration. Possessing but one indifferent port on the Pacific, and this separated by the Cordilleras of the Andes and the desert of Atacama, eighty miles wide, from the interior, it is only by her rivers communicating with the Paraguay that the wealth of her mines and the fruits of her forests, teeming with many of the products of the Indies, can be brought into the trade of the Atlantic.

From being one of the best populated, as well as the richest, of the South American States, a field is at once opened for the manufactures of Europe and the United States. At simply a nominal expense, when we look to the vastness of the interest involved, might she effect this outlet into the Paraguay, through the river Otuquis, now obstructed by a dense growth of grass. This outlet is practicable; and when civil wars shall have ceased to distract the nation, Bolivia

will find, in the improvement of the navigation of this river into Bahia Negra, an enterprise worthy of her whole energies; for, by its accomplishment, she forms a channel of communication with the Paraguay, practicable at all seasons of the year.

Paraguay promises a lucrative commerce to any people that may become engaged in it—producing tobacco of a very superior quality, hides, yerba, cotton, medicinal plants, dye stuffs, and a large quantity of woods for ship building and ornamental purposes; but above all, so superior is the quality of her tobacco, to which both climate and soil seem peculiarly adapted, that it would become an article of extensive trade. She would seek eagerly, in return, salt and manufactured goods.

In ascending the Paraguay two thousand miles from the Atlantic, in an ocean steamer, a man-of-war, we have reached the frontiers of some of the richest provinces of Brazil—provinces whose products had before no outlets but the port of Rio Janeiro—a port reached by a laborious, dangerous and costly land travel, over mountain paths, inaccessible but to the sure-footed mule.

Brossard says that those who regard the future development of these countries as chimerical, must only glance at the prosperity of the United States of North America, which, fifty years past, were more thinly populated, and possessed a climate less genial and salubrious, and a soil less rich in its varied products.

It may seem a strange assertion, and yet it is true, that the history and resources of La Plata are better known to Europeans than to the inhabitants of the United States; and the statesmen of the leading powers of Europe have for many years made this portion of South America an object of active interest. Europe has been represented there by her ablest diplomatists—Walewski, Lord Howden, Baron Gros, Mr. Gore, Sir Charles Hotham, M. St. George, &c., have successively, for the last ten years, represented their governments there.

Even Austria, though not a maritime power, was the first European government to acknowledge the independence of Paraguay. Proverbially sagacious and far seeing as her statesmen are known to be, they have doubtless discovered, in La Plata, a healthful outlet for the disaffected population of the Lombardo-Venetian states.

M. Guizot comprehended equally the importance of opening the countries of this great basin to European enterprise. In a despatch to M. de Saint Aulaire, then the French ambassador at London, he says, in writing of the intervention of France and England in the affairs of La Plata, “We must ask, as an accessory consequence of our intervention, the application of the principles established by the congress of Vienna for the free navigation of rivers,” in relation to those, which, flowing from the frontiers of Brazil and Paraguay, throw themselves into the Atlantic.

M. Thiers, in a speech before the legislative assembly of France, delivered January 6, 1850, says of the commerce and brilliant future of La Plata: “Your trade with the two Americas is enormous; larger than with any other region of the globe. It represents nearly five hundred millions, of which North America absorbs the greater

part. Of these five hundred millions, North America receives three hundred and fifty; South America one hundred and fifty, which is not quite a third; but you deceive yourselves strangely if you appreciate this hundred and fifty millions of commerce only by the cypher by which it is represented. The trade of North America, which apparently presents such great advantages, and which you guard with such solicitude, has two great drawbacks: first, it is exposed to the tariff, which the manufacturing classes (*parti industriel*) demand. * Secondly, they have the advantage of you in navigation. * * *

“Now let us look at South America: you there trade with nations whose growth surpasses even that of North America. The census of North America represents the population as doubling itself nearly in twenty years. I can prove to you that there are States in South America where the population has tripled in twelve years.

“The trade of Brazil has advanced in ten years from a little less than thirty to sixty millions; the trade of La Plata has advanced, in twelve years, from between four and five millions to forty millions.

“You may judge from this of the progress of trade in those countries.

“Again, I am profoundly convinced that without this war, which your energy can alone terminate, the trade of South America—and I speak without exaggeration—will reach to two hundred millions.

“Again, you encounter there no manufacturing party, (*parti industriel*.) She cannot menace you for a long period with the industrial rivalry which now threatens you in the United States. The people of South America are at best an agricultural people; and lastly, you have the certainty that your flag will there develop itself immensely; and there is only that region for its development, (*et il n’y a plus que cette region pour le developper.*”

In a memorial addressed to the King of Prussia, advocating the establishment of a line of steamers with South America, the views of Thiers, for France, are applied to Germany. The writers say: “Brazil will never become a manufacturing country, and the products of Germany will there, *in all time, or forever*, find an assured outlet or market. After Brazil, the states of the Rio de la Plata merit the greatest attention among the countries of South America, and an extended commerce with Brazil will secure to Germany relations with these states. The vast territories which form the basin of the Parana, the Paraguay and the Uruguay, and their tributaries, contain the elements of a prosperity and wealth the most varied. What a future do these countries not offer?”

Will not the United States enter her claim for some portion of the much coveted trade with these countries, forming a part of our own hemisphere?

While benefitting by our recent explorations and surveys of the tributaries of La Plata neighboring and weaker republics—thus developing their resources we have opened for ourselves a vast field for trade in all the products of temperate and tropical zones; and these, with the hidden wealth of the frozen regions of the Andes, will find a rapid and safe river transit to the Atlantic. Protected by the flags of the great maritime powers, this excess of wealth will be poured into the lap of nations. We can apply to ourselves with equal force

the arguments of Thiers and the German memorialists. We are not menaced by the rivalry of a manufacturing people, and our flag may find a field of extensive development. If the government of the United States be true to its own interest, if it desire to cherish and maintain a feeling of national friendship with those countries, to the developement of whose resources I sanguinely hope our work may offer no mean contribution ; if it desire to secure the benefits to our country likely to arise from a commerce destined to be of inestimable value, it must step in while "the waters are troubled ;" it must move ere alliances are made elsewhere.

The most flattering compliment has been paid this government by the people of the Argentine confederation, through their representatives, that could possibly be bestowed by one nation upon another. They have adopted our Constitution as theirs, in every particular, save in some few, where it would have been totally inoperative. They point to our progress as an example to their own people ; they copy and circulate the writings of our statesmen ; they desire to imitate us, so far as it may be possible, and to this end they look for a continuance of peace. These countries are worthy of our highest consideration ; and if, in our diplomatic relations, we are not ably represented, then we are not fairly represented ; and we do injustice to ourselves. Of their character, their resources, &c., there is but little known ; and should this synopsis of our work have the effect of calling the attention of the commercial community to those regions embraced under the general name of "La Plata," the object of the expedition will have been attained ; even the most sanguine anticipations will have been more than realized.

I trust, also, that our labors in the field of natural history will not be found to have been in vain. The collections in the different branches of natural history, which have been examined only cursorily by eminent naturalists, give evidence of their constituting a valuable contribution to that science. In support of this idea, I append the following letters,* showing the importance attached to those branches which have undergone simply a preliminary examination.

PHILADELPHIA, *November 11, 1856.*

SIR : The collection of birds made during the survey and exploration of the Rio Parana, by the United States steamer *Water Witch*, under your command, has been received for examination at the Academy of Natural Sciences of this city.

This collection is one of the most interesting ever made in South America, on account of the countries in which it was obtained being so seldom visited by travellers or naturalists, and my impression is that it contains numerous birds never before known, and certainly not in any museum or collection in this country.

* These letters, it will be seen, were received and inserted some time after the report had been submitted to the department.

I hope to have, at an early day, the honor of reporting to you, sir, the results of a more extended and careful examination, especially of the many remarkable birds in this collection.

The volumes relating to natural history have, within a few years, been completed by two European expeditions to South America. The more important is the voyage of her Majesty's ship *Beagle*, performed by order of the British government. The other is D'Orbigny's voyage to South America, performed under the auspices of the government of France. In both of these, the natural history is very carefully published. Your collections are certainly not inferior to those of either of these expeditions, and judging from the notes of officers, which I have seen, my opinion is that an American contribution to the natural history of South America can be made very much superior to both.

So long as the condition or progress of the arts and sciences properly characterize nations, the publication of the results in natural history of your expedition must be regarded not only as important to zoological science, but even in a national aspect.

I am, sir, very respectfully,

JOHN CASSIN.

Captain PAGE, *United States navy*.

WASHINGTON, D. C.,

November 25, 1856.

DEAR SIR: The preliminary survey which I have made of the fishes and reptiles collected by you in Paraguay fully anticipates the expectation we might have entertained in that respect, while you were yet in the field.

Of the fishes, two families are especially well represented—the *siluroid* and the *characini*. The first embracing fishes akin to the catfish of our fresh waters, and the sea-cat of our coast. It is especially numerous in South America, where its various types assume most diversified aspects. The second is almost exclusively proper to the southern hemisphere, since its northernmost representative is an inhabitant of the waters of the valley of the Rio Grande del Norte, (Rio Bravo,) and southwest portion of Texas.

I perceive already several species, entirely new to science, and I am satisfied that, on a more critical examination of the whole collection, many more will turn out to be so. But the accession of new species is not the sole point of interest in the collection we owe to your exertions. Its study will touch to other problems as yet but little understood. And first and foremost is the problem of the natural affinities of these fishes with the types, now extinct, and which have peopled the waters of geological eras in times gone by. Next comes the problem of the zoological affinities with the ichthyic fauna now living upon the present surface of the earth.

I could already point out to you some of the results, cursorily obtained, were I not reluctant to write fragments of a history which will

make the subject of a general report to you, so soon as Congress shall have decided upon its publication.

I have a few words to say about the reptiles. There are but few saurians or lizards in the collection; some of them I have had an opportunity to examine from other sources.

The ophidians, or snakes, are well represented, several are mocassin-like; the others belong to the inoffensive colubridæ, both of land and water habits.

I see no frogs. A series of tree-frogs and tree-toads, however, make me think that many interesting results will be obtained from their investigation.

The same is true with regard to the toads, properly so called, of which there are several kinds. Their history will fill up a gap in the natural history of South America, and complete the results I have obtained a few years since while examining other collections.

I remain sincerely yours,

C. GIRARD.

Captain T. J. PAGE, *United States navy.*

PHILADELPHIA, December 1, 1856.

DEAR SIR: I have seen and cursorily examined a portion of the specimens in natural history which have been brought from the interior of South America; the acquisition of the expedition for exploration recently under your command, and am impressed with the importance to science and the industrial arts of all the information acquired by you. There can be no hesitation in declaring that you should be enabled, by an appropriation on the part of government, to make known the result of your labors, and thus secure, for the benefit of mankind, what has been deemed of sufficient consequence to authorize a special commission to obtain. With the hope that you will speedily be enabled to proceed with the work of publication, I am, very truly, your obedient servant,

C. CARSON,

Prof. Materia Medica, &c., University of Pennsylvania.

Captain PAGE,

United States navy, Washington.

With the hope that the facts herein set forth, which have been hurriedly thrown together from my journal, may be enlarged upon at a subsequent but not distant day, and added to by the introduction of matter more interesting to the general reader, they are respectfully submitted.

I have the honor, sir, to be, very respectfully, your obedient servant,

TH. J. PAGE, *Commander*

Hon. J. C. DOBBIN,

Secretary of the Navy.

C.

U. S. STEAMER "ARCTIC,"

New York, October 14, 1856.

SIR: Having returned with the "Arctic" after the execution of your orders of July 1st, directing a survey across the Atlantic ocean between St. John's, Newfoundland, and the coast of Ireland, for the purpose of ascertaining, if possible, the practicability of laying a telegraphic wire or cable between America and Europe, I have the honor to make the following report, which I trust will leave no doubt with the department that such an enterprise can be successfully carried out.

Leaving New York on the night of July 18th, I steered directly for St. John's, where I arrived on the 29th. Taking in coal by the 31st, I sailed for Ireland, and commenced sounding as near on the "Great Circle" as possible, passing the north end of the "Grand Banks" in latitude $48^{\circ} 34' N.$, and one hundred and twenty fathoms of water, although the best charts I have on board record one hundred and fifty-four. This difference I attribute to the mode of taking soundings at the time that survey was made.

Soon after passing the "Banks," and getting into deep water, the *steam-reel* broke, and caused considerable delay and uneasiness lest our work would be dependent upon the very laborious system of hauling in the line by hand. Upon consultation with the engineers, I found them ready and willing to do all in their power to repair the injury, and accordingly some days were employed in taking the reel down and putting it up again in good order. By this time the weather, which had been unfavorable, became fine, and efforts were made to sound with the small line from our boats, but with no satisfactory results, the line parting repeatedly without once bringing up soundings.

Our steam-reel being now in good order, and our hearts being greatly relieved from a sadness caused by its failure, we recommenced in earnest the tedious task of deep-sea sounding. Our first effort was attended with great anxiety, and not a man in the vessel failed to rejoice when the sounding apparatus returned amply freighted with specimens of the bottom of the ocean.

At intervals of thirty, forty, sixty, and one hundred miles, we sounded; all attended with complete success, but frequently involving many hours, both night and day, of great suspense and hard work, losing sometimes two or three thousand fathoms of line, sounding apparatus and all.

The "Great Plateau" became so apparent in the middle of the ocean, and our fuel being considerably reduced, I determined to increase the intervals between the positions, to enable me to reach the coast of Ireland with enough soundings to complete a line entirely across. This was accomplished on the 22d of August, and I arrived in the harbor of Queenstown with only a few bushels of coal on board.

Temperatures were taken hourly at the surface, and at twenty fathoms, every few hours. Attempts were made to obtain them at the

bottom, and different depths; but the results were so worthless, owing to some derangement of the thermometers, that I abandoned taking them, as they interfered very much with the more important object of sounding and obtaining bottom. On one occasion two were sent to the bottom in very deep water, and one indicated a temperature of 21° , and the other of 24° . On examining and comparing the rest of the thermometers, I found them all differing from each other so much, and some of the hands being broken, I was sure that they could not be used with any proper results.

Currents were experienced to the eastward, from nine to fifteen miles in each twenty-four hours, between the "Grand Banks" and those of Ireland. No good opportunity for observing under-currents occurred, there being always either too much wind or a high sea; none appeared to affect our soundings very much—so little, indeed, that frequently the slack line would be coiled or kinked upon the bottom, showing plainly that it reached the bottom without the assistance of the lead—determining in my own mind, that, however others may think, the cable or wire of the lightest kind will here reach the bottom most certainly.

After recruiting my crew and officers in Ireland, and taking in a full supply of fuel, I attempted to sail on my return trip on the 4th of September, but, owing to an accident to our propeller, was detained until the 10th, when I succeeded in getting to sea, and near the line of our previous soundings.

In returning towards St. John's, I sounded only in the intervals unavoidably neglected in going out. I arrived at St. John's September 30th, coaled, and sailed as early as possible for this port.

That part of your instructions relative to a line of sounding across the Gulf stream, I did not undertake, owing to an entire expenditure of our supply of Massey's sounding apparatus, and the lateness of the season.

Only one of the sounding apparatus remains on board, and, with your permission, I will send it to the department for your inspection; it being somewhat different, I believe, from any heretofore used, being an association of Brooke and Massey, with a weight or lead of my own adoption.

The line used in sounding was that obtained from Boston, which proved indifferent, and was all expended before reaching Ireland, and I had to resort to two parts of smaller line, furnished at the navy yard. Having eighty thousand fathoms of the smallest sized line on reels, I had it made up into one of about four thousand, and I found it decidedly the best that I have yet used, it being very strong and small.

On both sides the interest taken in this great enterprise is very great, and it is with every satisfaction that I can state that the navy of the United States is particularly recognized as having promptly and efficiently executed the preliminary and important survey for so stupendous a work as laying a "telegraphic cable" of three thousand miles long across an ocean upwards of two thousand fathoms deep, and nearly seventeen hundred miles wide.

That the telegraph cable will be laid across the Atlantic very soon, there seems now not the slightest doubt; for the wire and cables are

now being made, and the hope is that it will be ready to be laid down by the ensuing summer. Nothing seems easier, now that the character of the bottom is known, and the depth ascertained to a nicety, which was hardly ever expected. All that is wanting are suitable steamers for the purpose, and no pains or expense should be spared to secure them.

In consequence of the interesting character of the duties allotted to the "Arctic," she has received marked attention wherever she has been; and I will here acknowledge the obligation I feel to Admiral Sir Henry Chads for his offers of assistance, as far as his command could supply at Queenstown, beside his hospitable attentions otherwise.

In the performance of the duties assigned, I have been ably and faithfully supported by both the officers and men of the "Arctic," and Mr. Von Bourck, draughtsman, has acquitted himself in that department highly satisfactorily.

Accompanying this report you will receive a full set of specimens of the bottom, and a table of the latitude and longitude of the position of each; also, a profile of the bottom, drawn by Mr. Von Bourck. The profile will be made from the soundings taken both going to and coming from Ireland.

I have the honor to be, very respectfully, your obedient servant,
O. H. BERRYMAN,

Lieutenant U. S. navy, commanding the Arctic.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington, D. C.

D.

UNITED STATES NAVAL OBSERVATORY,
Washington, March 15, 1856.

SIR: I have the honor to forward herewith the report of Professor Bailey, of his microscopic examination of the specimens obtained from the bed of the Atlantic by Lieutenant Berryman, in the United States steamer Arctic, alluded to in my report of the 8th instant.

The most noticeable thing here presented is the discovery of volcanic cinders in these specimens. The Gulf stream seems to have strewn the bed of the ocean for more than a thousand miles across with these "Plutonic tallies," as Professor Bailey styles them. They enable us to mark, better than any means heretofore offered have done, the extreme limits of the annual vibrations made by the channel in which the waters of the Gulf stream flow.

These fiery tallies were found along the path which is sometimes followed by the European steamers; and the question arose, whether they might not be steamboat cinders.

Mr. Manning, of New York, was requested to procure some specimens of these from the ash-pit of the steamers in New York, and send them to Professor Bailey to see. He did so, and the examination leaves no doubt upon the professor's mind as to the volcanic character of the tallies. The fact that nothing of the kind has been detected in

the specimens brought up by the Coast Survey from the bottom of the Gulf stream farther to the south, seems to indicate that these cinders could not have come from the volcanoes of Central America, which have been known to cast their ashes as far as Cuba. The drift of the ocean would not have brought them from Iceland, or any of the British islands, and lodged them where Brooke's lead found them. It appears to be most probable that they came from the extinct volcanoes of the Western islands. The size of the vitreous particles appears to warrant the conclusion that they are too heavy to be carried far by the winds, or to be borne long by the water. It is barely possible that they may have come from Etna and Vesuvius, and been brought out by the under-currents from the Mediterranean. Specimens from the deep sea off the straits of Gibraltar would at once settle this question. Not an angle, or a corner, or a piece of them is broken; nor is there the slightest scratch or chafe upon any of their delicate flagree-work. These cinders repeat the story which the infusorial organisms of the water were the first to proclaim with regard to the absence at the bottom of the deep sea of all abrading agents.

Respectfully, &c.,

M. F. MAURY,
Lieutenant United States Navy.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington.

WEST POINT, NEW YORK,
November 14, 1856.

DEAR SIR: I respectfully submit the following as a general report of the results of my microscopic examination of the soundings made by Lieutenant O. H. Berryman on his recent voyage in the United States steamer Arctic to Ireland and back.

The specimens submitted to examination were of two series, viz: those collected on the voyage to Ireland, which will be referred to as series 1; and those made on the return voyage, which form series 2.

SERIES I.

The specimens of Series 1 were from the following localities:

No. 1 lat. 47° 50' long. 52° 00'	No. 13 lat. 52° 24' long. 29° 16'
" 2 " 48 00 " 51 41	" 14 " 52 26 " 27 18
" 3 " 48 13 " 51 20	" 15 " 52 26 " 26 30
" 4 " 48 27 " 50 58	" 16 " 52 02 " 24 51
" 5 " 48 40 " 50 36	" 17 " 51 45 " 22 23
" 6 " 48 51 " 50 05	" 18 " 51 45 " 21 19
" 7 " 50 03 " 40 26	" 19 " 51 50 " 20 12
" 8 " 50 20 " 38 30	" 20 " 52 01 " 17 06
" 9 " 50 44 " 37 15	" 21 " 52 05 " 16 05
" 10 " 51 06 " 35 50	" 22 " 52 03 " 15 02
" 11 " 51 15 " 34 08	" 23 " 51 52 " 13 71
" 12 " 51 38 " 32 20	" 24 " 51 54 " 12 26

In stating the results obtained from these specimens, they will be referred to by the numbers as given in the above table.

Numbers 1 to 4, inclusive, are composed of fine silicious sands, the grains of which are mostly of small size, and with sharp angles. The organic contents are not abundant. Of the calcareous Polythalamia there is scarcely a trace, but some of the silicious Diatoms may be found in the light parts which may be rinsed from the sand. Among these Diatoms numerous fragments and some perfect discs of *Coscinodisci* are the most abundant. Some species of *Chaetoceros* were also seen, which are believed to be of northern origin.

Number 5 is a coarse gravel, composed of common and jaspery quartz, with some feldspar, hornblende, &c. It is much the coarsest of all the specimens examined. Some of the quartz grains are rounded by attrition, while a large portion are quite sharp and unabraded. Among the organic contents a very few Polythalamia were noticed, with some Diatoms and sponge spiracles.

Number 6 is a fine calcareous mud, which effervesces briskly with acids, and yields by this treatment a large residue of silicious sand, with some Diatoms and Spongiolites. This specimen is interesting as indicating the commencement of that great calcareous deposit extending nearly across the Atlantic, which will be alluded to in subsequent paragraphs.

Numbers 7 to 21, inclusive, are fine calcareous muds, which effervesce briskly with acids, and abound in the calcareous Polythalamia, particularly in species of *Globigerina*. They also contain numerous and very interesting species of the silicious Polycistins, Diatoms, and Spongiolites. The mineral residue from acids is usually quite small in relative amount, and consists of minute, sharp-angled grains, among which quartz predominates.

Numbers 8 to 21, inclusive, contain, in addition to what is above mentioned, what appear to be well-characterized *volcanic ashes*, in the shape of pumice and obsidian, crystals of hornblende, single and in groups, with other igneous products penetrated by crystals. These substances generally form but a small portion of the residue left by acids, and may be more readily detected when this residue is examined in water than when mounted in balsam. They are particularly recognizable in number 14.

Number 22 is a fine calcareous mud, with some *Globigerinae*. It is chiefly noticeable as leaving with acids a considerable amount of fine quartz sand mingled with microscopic globules of *iron pyrites*. It yielded no recognizable volcanic products, and very few silicious organisms.

Numbers 23 and 24 are very similar in character to number 22, but they yielded no globules of iron pyrites.

Some general remarks on the results of the examination of the specimens above referred to will now be given:

1st. The employment of acid enables me to correct an erroneous statement which I made some time since concerning the deep soundings of the Atlantic. Having at that time only a small portion of the soundings, and being unwilling to destroy a morsel of matters so pre-

cious, I did not apply acids, and hence overlooked the portion of mineral matter which, though often very small, is invariably present.

2d. The mineral matter in these soundings generally shows no signs of abrasion, the sharpest edges and angles of even the softest minerals being retained. The minute size of the particles, and their sharp angular state, appear to indicate that they have been quietly deposited from gentle currents, and not subsequently disturbed. Even the coarsest and most abraded materials may have been deposited from icebergs.

3d. The gradual increase of calcareous matter as the Gulf stream is approached, and the presence of calcareous organisms from its western margin almost completely across the Atlantic, is in accordance with observations previously made on the Coast Survey soundings of the Gulf stream obtained further south, which show that calcareous marls rich in Polythalamia, Polycistins, Diatoms, and Spongiolites form the bed of the Gulf stream throughout its whole course as far as yet examined, and also occur of vast extent in the Gulf of Mexico.

4th. These marls contain a great number of undescribed organisms, both silicious and calcareous. Many species which occur as far south as Florida and the Gulf of Mexico are found in the northern soundings above described; while some very remarkable species found in the northern soundings have not been detected at the southern localities, and *vice versa*. The description of the new species is in preparation for speedy publication.

5th. Only a few imperfect silicious casts of Polythalamia, and no well-characterized green-sand casts, have been detected in these northern soundings, while their presence is the rule rather than the exception with regard to the southern soundings above referred to.

6th. The occurrence of what appear to be volcanic products in the bed of the ocean for a distance of about twenty-two degrees of longitude, or about a thousand miles, is an extraordinary fact, and one which deserves careful scrutiny. That any one familiar with the microscopic appearance of volcanic ashes, &c., would pronounce these matters to be of volcanic origin, I have no doubt. As, however, the ingenious suggestion was made to me that these igneous products might be derived from the fires of the ocean steamers, along or near whose pathway these soundings were made, it became important that these furnace products should also be studied. This I was enabled to do by the kindness of Mr. Manning, (the obliging agent of your office,) who procured for me, from the steamers themselves, specimens of such matters as are thrown overboard from the ash-pits of the steamers Asia and Baltic. Careful examination of these specimens showed that they contained a group of products which could not possibly be confounded with the supposed volcanic matters. In fact, there was no relation between the two classes of bodies, except that both were evidently the results of intense heat upon different mineral matters. Among the furnace products of the steamer Baltic were numerous single and aggregated glass spheres of minute, or even microscopic size, which, if they should ever be found in ocean soundings, would be very puzzling without this clue to their origin.

7th. The question of the original source of these volcanic products

is one of great interest. How far these Plutonic tallies may have travelled, and in what directions—whether from the Azores, the Mediterranean, or from Iceland—involves a study of currents and an examination of soundings which have yet to be made.

SERIES II.

The specimens constituting the second series were as follows, viz :

No. 1.	Lat. 49° 12'	long. 49° 42'	No. 5.	Lat. 49° 49'	long. 45° 54'
" 2.	" 49 36	" 49 05	" 6.	" 49 50	" 44 43
" 3.	" 49 40	" 48 29	" 7.	" 51 43	" 13 44
" 4.	" 49 49	" 46 43			

They will be referred to by the numbers given in the above table.

Nos. 1 to 6 are calcareous muds containing much mineral matter and a small proportion of Polythalamia. The silicious organisms are also comparatively few, consisting of some large Coscinodisci, and some Spongiolites. No volcanic products were detected.

No. 7 is also a fine calcareous mud, showing but few Polythalamia to the naked eye, but rather rich in microscopic organisms, consisting of minute Polythalamia, with Polycistins, Diatoms, and Spongiolites. No volcanic products were detected.

Hoping that the above will answer the purpose of a general report upon the character of these soundings, I reserve for subsequent publication the details of the zoological results afforded by these highly interesting series of soundings.

Yours, very respectfully,

J. W. BAILEY.

Lieut. M. F. MAURY,

National Observatory.

E.

NAVAL ACADEMY, ANNAPOLIS, MD.,

June 23, 1856.

SIR: The Board of Examiners, having completed the duties required by your instructions of the 20th ultimo, have the honor to submit an additional report, in relation to the examination of the classes of acting midshipmen, the police, discipline and general management of the institution.

The board has witnessed the examination of four classes of acting midshipmen, in all the branches in which they have been instructed at the academy, and the practical exercises by which instruction is given in the infantry drill, the practice with the great guns, field battery and boat guns; the art of fleet sailing with the boats, and the use of the small sword. In all these exercises, and especially in the target practice with the great guns, the manœuvring and firing with

the field battery, and the management of the boat guns, the students exhibited remarkable proficiency; and the board was gratified to observe so great a degree of interest manifested on the part of the young gentlemen in these rough, though highly important, branches of their professional education.

The first and second classes were also examined in some of the branches of seamanship; and in this connexion the board will take occasion to remark, that the readiness with which the members of these classes answered the questions of the examining officer, gave the most convincing proof of the great value of the practice-ship, as one of the means, and perhaps the most important one, of securing to the young gentlemen who have the privilege of attending this admirable institution a complete naval education.

The board visited and inspected the practice-ship Plymouth, and fully approves all the arrangements that have been made to secure the comfort of the acting midshipmen. The accommodation for the officers, students, and crew are ample in space, and well fitted in all respects; but the board is under the impression that her sails and rigging will be found rather too heavy for the service on which she is to be employed.

The board cannot forbear from again calling the attention of the department to the importance of providing the practice-ship with auxiliary steam power. Every year serves to give additional strength to the arguments that have heretofore been urged on this point. It is only necessary to look to the character of the additions that have been recently made, and those that it is proposed to make to our own navy, to see at once that a knowledge of the construction, use, and management of the marine steam-engine, is hereafter to become an essential qualification of a naval officer. It is very desirable, also, that a crew, distinguished for their good deportment and skill as seamen, should be secured and kept for this ship. Their association with the students cannot be otherwise than very intimate, and must necessarily exert either a good or bad influence upon the younger boys who are receiving their first impressions.

The examinations of the higher sections of the classes of acting midshipmen have been highly gratifying to the board; but it was very evident that a want of elementary knowledge on the part of the members of the lower sections, when they entered the academy, has acted greatly to their disadvantage, and made a marked difference between them and their more highly favored classmates. This is unfortunate, as the character of the naval service requires an equal degree of proficiency in all its officers; and the classes, after passing examination, cannot be divided, and detailed for different arms of the service, as at West Point. The board is of opinion that this evil may be remedied to a considerable extent by elevating the standard of knowledge required for admission into the academy, and by extending the earliest age for admission to fifteen years, instead of fourteen, as at present established. Neglect of elementary instruction is obviously the most fruitful cause of this evil, but there are some cases that are undoubtedly due to immaturity of mind.

The first section of the first class, the second class with scarcely an

exception, and the first sections of the third and fourth classes, sustained themselves admirably in every branch in which they were examined, and deserve the best praise the board can bestow. It is not too much to say that each and every member of these sections gives promise of the attainment of great professional excellence, and of a life of great usefulness to the navy and the country.

These examinations have exhibited a high order of ability on the part of the professors and instructors, and great care and industry in imparting instruction to their pupils.

During the progress of the examination it has occurred to the board that the study of the French language might be continued longer than at present provided for in the established course of study, with great advantage to the young gentlemen. A familiar knowledge of the art of speaking, reading, and writing this language, is of especial importance to the naval officer. At every foreign station to which he may be called in the line of his duty, he will find the French language a medium of communication with the public authorities, and often to him all the avenues through which knowledge is acquired by observation and association with foreign society. The French libraries abound in excellent writings upon every branch of his profession, both practical and theoretical; and, indeed, the naval officer of the present day cannot attain to the highest degree of professional excellence without a sufficient knowledge of the French language to enable him to avail of all that is therein written for his improvement. The same remark will apply with equal force to the value of a knowledge of the English language to the French officer.

It is not the intention of the board to recommend the extension of the study of this branch to the exclusion of any other branch that may be deemed of equal importance, but it is believed that by a slight amendment of the present established course of study, the end in view may be attained.

The board made a careful examination of the system of police, and of the general management of the institution, and is satisfied that they are such as to secure sound discipline and a perfect accountability of all the subordinate departments to the superintendent. No material change has been made in any part of the organization of this department since the report of the last board; and as none has been suggested to this board, it is to be inferred that the operation of the system is satisfactory, and needs no amendment at present.

A new field battery has been furnished to the academy upon the recommendation of the last board, and has been found to answer perfectly the wants of that department of instruction.

The sea-wall and filling in the low grounds along the northern water front of the academy has been completed to the point first contemplated, and is a most valuable improvement. By it, the foundations of the chapel, mess hall, recitation hall, and quarters of the students are permanently secured; suitable positions for necessary out-buildings have been provided; a large addition to the available space for the field battery and infantry exercises has been made; and, above all, a better security is given for the health of the place, by preventing the escape of insalubrious odors arising from the frequent recession of the

tide. The superintendent proposes to ask for a small appropriation to complete this improvement to the wall around the grounds last purchased for the academy; and the board is so fully impressed with the necessity for the improvement, that it cheerfully seconds the application, and urges its importance upon the department.

The past winter has illustrated the value and sufficiency of the apparatus by which the public buildings and students' quarters are heated and lighted, and, with some few changes in the former, suggested by experience, the superintendent is confident that the most satisfactory, because the most healthful and economical, modes of lighting and heating the establishment will have been secured.

In connexion with the remarks that the board has thought proper to make in relation to the importance of the department of seamanship, it will renew the recommendation of last year, based upon the superintendent's proposal, to erect a set of spars, fully rigged, fitted with sails, and placed on shore, that the students may be exercised without the necessity of embarking, which is sometimes impracticable; and that, by having this simple means of instruction always conveniently at hand, they may become familiar with the modes of rigging the spars; bending, unbending, furling, and reefing the sails, and of fitting and reeving the running rigging.

The board has visited and inspected all the public buildings and apparatus of the academy, and was gratified to find such comfortable and liberal provision for the accommodation and instruction of the students. The superintendent has called attention to the inadequate capacity of the observatory for the instruction of the classes in the important branches of astronomy and navigation. In the present building the professor of that department and his assistants meet their classes, and, in addition to all the theoretical teaching, they instruct in the modes of using and adjusting all the nautical instruments. It is important that the most ample space should be provided for the most complete illustration of these subjects, and the board fully concurs in the proposal of the superintendent with regard to the enlargement of the building, and for making some additions to its apparatus.

The attention of the board has been called to the unsuitable position of the building used as a laboratory and philosophical hall. Its close proximity to the gun battery renders the delicate instruments provided for illustrating the subjects embraced in the department of natural philosophy very unsafe, and liable to destruction. The board has been informed that this building was placed in its present position before the grounds of the academy were enlarged by purchase, and that its removal to a more suitable position will involve but a small expenditure of money.

A substantial stone pavement is needed along the avenue leading from the main gate of the academy, and also in the pathway touching the rear wall of the quarters of the students.

These improvements can be made at a small cost, and the board does not hesitate to give the superintendent's application the weight of its approval.

The improvement of the greatest magnitude to which the attention of the board has been called, is the removal of the row of houses occu-

pied by the commandant of midshipmen and several of the professors, from their present positions, in the centre of the grounds, to the wall along the southern boundary. The board is aware that this improvement has been urged upon the department by its predecessors on several occasions, and respectfully referring to the reasons so fully given in their reports, begs leave to repeat their recommendation.

The board renews the recommendations heretofore made in relation to the compensation of the superintendent and members of the academic staff, and also respecting the necessity of providing quarters within the walls of the academy for those officers who are now compelled to reside in Annapolis. The grounds upon which these recommendations are made have been so well presented in previous reports, that this board will have performed its duty by simply repeating the recommendation.

The board cannot close this report without an expression of the high sense in which it holds the value of the services of the present superintendent to the institution over which he presides.

He has performed his duties with the most untiring zeal and industry, guided by the great professional intelligence and experience for which he is so justly distinguished. Evidences of his wise administration present themselves everywhere, and the most happy results are promised to the navy from his good labors.

The board will also record its appreciation of the efficient services of those who hold positions at the academy subordinate to the superintendent.

The good order and regularity of all the departments affords the most convincing proof that duty has been performed faithfully and with ability; and the exhibitions in the hall of examination presented the most gratifying evidences of duty well performed on the part of the students as well as their instructors.

Having now completed all the duties required by your order of the 20th ultimo, it only remains for the board to commend this admirable institution to the fostering care of the government, and to adjourn *sine die*.

I have the honor to be, very respectfully, your obedient servant,

I. MAYO,

President of the Board.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington, D. C.

F.

UNITED STATES PRACTICE-SHIP PLYMOUTH,

Off Annapolis, September 28, 1856.

SIR: I respectfully submit the following report of the recent cruise of the practice-ship Plymouth:

I sailed from Annapolis on the 27th, and arrived at Hampton Roads on the 30th of June. From thence, after communicating with the

commandant of the Norfolk station, and receiving from the navy yard a galley, and returning to the navy store a quantity of purser's stores received from the Preble at Annapolis, we went to sea on the 4th and cruised until the 29th of July, on which day we arrived in Nantasket Roads; and on the following morning proceeded up to the anchorage off the navy yard, Boston. Sailed from Boston on the 7th, and arrived at Portland on the 16th of August. Sailed from the latter port on the 22d of the same month, having been detained two days by a fresh northeast gale, and arrived at Newport September 1. Left Newport on the 6th, and arrived at Norfolk on the 14th of September, and landed the ship's battery at the navy yard, in obedience to an order of the Navy Department received off Cape Henry. Left Norfolk on the 16th of September, and anchored the following morning in the Patuxent river, where we remained until the 24th, unrigging and rigging the foremast, hoisting out and in boats, and exercising the second class with the boat howitzer; from thence we proceeded up the Chesapeake, practising the students at evolutions until our arrival at Annapolis on the 27th instant.

I detailed for instruction of seamanship, Lieutenant Wyman; for instruction of navigation, Lieutenant Philip; for instruction of practical gunnery, Lieutenant Wood; and adopted with slight modifications the same routine of duties, exercises, and regulations as were observed during the last summer's cruise, for the instruction and government of the students.

They were divided into two watches and three gun's crews. During the day at sea a whole watch, and at night, and also when in port, a quarter watch was required to be constantly on deck. The gun's crews were successively stationed in the master's and powder divisions, when assembled at quarters for general exercise to familiarize each crew with the duties appertaining to those divisions.

At 9 a. m., daily, (Sundays excepted,) when at sea and the weather would permit of it, the members of the second class were placed alternately in charge of the deck, and required to reef, make and reduce sail, and perform evolutions for one hour and a half, the ship being worked by the students assisted by the crew. After the termination of this exercise and until 11.30 a. m., and from 1 to 3.30 p. m., the watch below attended school for the purpose of studying navigation, and the watch on deck was employed knotting, splicing, strapping blocks, fitting shrouds, collars of stays, &c. At 4 p. m. they were either exercised at target firing, divisional or general quarters, or with the boat howitzer, and received instruction in practical gunnery.

In addition to these regular duties, the watch on deck assisted to work the ship, and one of the members of the second class generally performed the evolutions required to sail the ship.

The second class has made satisfactory proficiency, and the fourth class commendable progress in seamanship, navigation, and practical gunnery. The members of the former class can do all of the marline-spike duties of a seaman, make and reduce sail, reef, furl, steer, heave the lead, send up and down yards and masts, and work ship in a very creditable manner. Since our arrival in the Chesapeake, they have had charge of the deck alternately for a period of two hours each,

and have performed the port duties of officer of the deck, got the ship underway, sailed, and brought her to an anchor, with but little prompting.

Their proficiency in navigation is such as to warrant me in reporting a majority of them competent to navigate a ship. After they had received preliminary instruction relative to the manner of adjusting and using the sextant, each member of the class was required to take day and night observations, to determine the position of the ship for examples to work, instead of taking them from books, or having them furnished by the instructor. This method of instruction produced a spirit of emulation in the class, each one endeavoring to have his work the most correct, and resulted in their attaining accuracy of computation and skill in taking observations.

Target practice and frequent divisional and general exercises at quarters have familiarized the students with the arrangements and duties of the different divisions—the management of guns in a seaway, the manner of mounting, dismounting, and transporting them from port to port, and with the use of all the implements required for their service. It was my intention to have exercised them more thoroughly at target firing after the arrival of the ship in the Chesapeake, where I could have verified more conveniently estimated distances, and recovered some of the shot and shells fired; but a compliance with the order of the department to land the battery at Norfolk before proceeding with the ship to Annapolis prevented my doing so. The only target practice they have had with the great guns has been at sea, at distances varying from three to twelve hundred yards, and they have upon all occasions exhibited a degree of skill and judgment in pointing and firing, that not more than one shot of eight fired would have missed a ship.

They are also quite expert in the exercise of disembarking and embarking the boat howitzer, and evince the same skill in their target practice with it, both ashore and afloat, as with the broadside guns.

It could not be reasonably expected that the fourth class should attain any great proficiency in either of the branches taught, on account of the limited time they have been occupied in acquiring practical professional information; but I am confident that they have made such substantial progress as will insure satisfactory proficiency when they make their final cruise in the practice-ship.

In conclusion, it affords me great pleasure to state that the cruise has been more satisfactory to me and instructive to the students than that of the preceding year. I attribute the improvement in part to the attention of the instructors and officers of the ship generally to the objects of the cruise, and to the peculiar fitness of the Plymouth for a practice-ship, but mainly to the students themselves, whose deportment, with the exceptions specially reported to you, has been uniformly exemplary, and who have generally taken an earnest interest in the duties and exercises prescribed for their instruction.

I am, sir, very respectfully your obedient servant,

J. F. GREEN,

Commandant of Midshipmen.

Captain L. M. GOLDSBOROUGH,

Superintendent Naval Academy, Annapolis.

G.

CAMBRIDGE, *October 18, 1856.*

SIR: I have the honor to submit to the department the following report of the state and progress of the work under my charge:

More rapid progress has been made in the computations of the ephemeris for the year 1859 than in any previous year. The nautical edition is completed, and is essentially ready for the press. It will be printed and published immediately; the computations of the whole volume, including the (strictly speaking) astronomical part, are well advanced.

The distribution of the work on the ephemeris of 1860 will, for the present, be arranged as follows:

Mr. J. D. Runkle, Mr. Wright, Mr. Kerr, Mr. Oliver, and Mr. Eastwood, will be engaged on the moon's ephemeris; Mr. Safford, on the lunar distances; Mr. Loomis, on the moon culminating stars, and also in assisting Mr. Safford in differencing proofs and copying for the press; Mr. Sprague, on the fixed stars; Professor Kendall, on Jupiter and Neptune; Mr. Downs, on the occultations; Mr. Schubert, Mr. Bradford, Mr. Morrow, and Miss Foote, on asteroids; Miss Mitchell, on Venus; Miss Foote, on translations; and Mrs. Bache, in copying for the press.

The ephemeris of Saturn, and those of Mars and Uranus, will probably be disposed of in some manner similar to that of last year.

The ephemeris of the sun and that of Mercury have not yet been given out.

The advice of Professor Peirce continues to regulate the theoretical department of the work, especially as to new methods of computation, the improvement of constants, &c., and the treatment of new subjects. He is still occupied with the general tables containing the mean and apparent places of the fixed stars; and to these undertakings he has recently added the commencement of a series of tables of general perturbations.

Mr. Runkle continues his investigations into Peirce's theory of Neptune; the publication, by the Smithsonian Institution, of his new tables of the co-efficients of the perturbative function depending on the ratios of the mean distances, has just issued from the press, and is an invaluable aid to those who venture upon the higher problems of celestial mechanics.

Mr. Runkle is now carrying on his labors by writing a memoir upon the secular variations of the orbits of the eight principal planets, which, under the recent provision, will be printed by this office. All these labors constitute successive and far-reaching steps in the improvement of the planetary tables, or rather in their entire reconstruction, which has always been regarded not only as a worthy, but as the ultimate object of ambition, and the suitable means of usefulness in this office. The progress of these labors must necessarily be slow; for not only must they be held subordinate to the current duties of the office, but by their nature they must, in order to be durable, be free from the imperfections of haste.

It is a subject of the most sincere gratification that the department has uniformly encouraged the employment of the resources of this office in making permanent additions to the means by which the science of astronomy is improved, and the correct application of its theoretical principles promoted. This liberal and enlightened spirit is fully appreciated by American astronomers, who are very ready to acknowledge their debt of gratitude.

The printing of my translation of the "Theory of the Motions of the Heavenly Bodies," &c., of Gauss, is completed—a few notes and a brief appendix only excepted. But, before publishing it, I have thought that no pains should be spared to insure the greatest possible freedom from error.

Professor Winlock of the navy has assisted me in correcting the proofs, and has read the translation with critical minuteness, bestowing upon it great time and labor; Professor Chauvenet of the navy is also reading the revised proofs with care, verifying the formulas and computations throughout the whole work—an undertaking requiring no less industry than kindness. Others, too, have given me their valuable aid, among whom I have pleasure in mentioning Professor the Rev. James Phillips of Chapel Hill.

The paramount importance of accuracy in a work of this standard character will authorize, and indeed recommend, any pains by which it may be secured.

The means granted by the last appropriation will enable the office to publish some valuable auxiliary tables in the course of the year; and also an entirely new set of tables of one of the principal planets. And I have presented the same estimates with this report as those of last year, with the intention of having these publications continued from year to year.

In my report of last year I called the attention of the department to the rapid increase in the number of the asteroids, and, with its sanction, I asked for an addition to the usual appropriation, for the purpose of meeting the expense which this increase occasioned. The amount asked for in my estimates having been granted, I am now engaged in systematizing and generalizing, as far as possible, the plan of work upon the asteroids. I propose, at present, to meet the immediate wants of the ephemeris by means of the method of special perturbations, which I translated and printed for the use of the office, and, hereafter, to adopt that course for tabulating the perturbations and the co-ordinates of the orbit in each particular case, which, after a study of the writings of Lubbock, Encke, Hansen, and Leverrier, shall seem most advisable.

Professor Peirce has this subject under consideration. It is my intention to address to the department a special communication on the manner in which the work upon the asteroids can be most conveniently distributed, as soon as the arrangements are sufficiently advanced.

I have the honor to transmit, in company with this report, the remaining copies of the estimate for the fiscal year ending June, 1857, as directed in your communication of September 5.

The changes that have taken place among the assistants of the

office have been, either immediately directed by the department, or from time to time reported as they occurred.

Finally, the manner in which the several duties of the office are distributed and assigned, under the approval of the department, proves to be satisfactory.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,

Commander, Superintendent Nautical Almanac.

CHARLES W. WELSH, Esq.,

Acting Secretary of the Navy, Washington, D. C.

No. 1.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1858.

For salary of the Secretary of the Navy, per act of March 3, 1853, section 4, Statutes at Large, volume 10, page 212	\$8,000 00
For salary of the chief clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	2,200 00
For salary of one fourth class clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 210.....	1,800 00
For salary of one fourth class clerk, as disbursing clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	200 00
For salaries of six third class clerks, at \$1,600 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	9,600 00
For salaries of four second class clerks, at \$1,400 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	5,600 00
For salary of principal messenger, per joint resolution of Congress, approved August 18, 1856, Statutes at Large, pamphlet edition, page 145	900 00
For salary of assistant messenger, per same resolution.....	700 00
For salary of laborer, per same resolution.....	600 00
Total for salaries for fiscal year 1857-'58	29,600 00
Appropriated for fiscal year 1856-'57	\$29,600 00
<i>Contingent expenses.</i>	
For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items	2,840 00
Appropriated for fiscal year 1856-'57.....	\$2,840 00
Total estimate for fiscal year 1857-'58.....	32,440 00
Appropriated for fiscal year 1856-'57.....	32,440 00
CIVIL.	
Salaries	29,600 00
Contingent	2,840 00

Estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1858.

For salary of superintendent, per act of August 26, 1842, section 4; Statutes at Large, volume 5, page 524.....	\$250 00
For salaries of four watchmen, per acts of August 26, 1842, section 4, Statutes at Large, volume 5, page 524; of September 30, 1850, section 2, Statutes at Large, volume 9, page 543; of August 31, 1852, section 1, Statutes at Large, volume 10, page 82; and of April 22, 1854, section 2, Statutes at Large, volume 10, page 276	2,400 00
For labor, fuel, lights, and miscellaneous items, per act of August 26, 1842, section 22, No. 1, Statutes at Large, volume 5, page 528.....	3,913 00
Total estimate for fiscal year 1857-'58	6,563 00
Appropriated for fiscal year 1856-'57.....	6,265 00
CIVIL.	
Salaries	2,650 00
Contingent	3,913 00

The increase in the estimate for "contingent" is in the item of "labor," and is required to meet the additional compensation allowed to laborers in the employment of the government.

Estimate of pay for the fiscal year ending June 30, 1858, of the commission and warrant officers of the navy, including the engineer corps, not on duty; and also for the pay of those officers on duty who are not included in the estimates of the bureau.

For pay of officers not on duty	\$376,400 00
For pay of officers on duty attached to the United States coast survey.....	75,800 00
For pay of officers on light-house duty.....	18,700 00
For pay of officers on special service.....	58,350 00
	529,250 00
Appropriated for fiscal year 1856-'57.....	505,525 00
NAVY.	
Pay of the navy	529,250 00

Estimate of the sums required for the transportation of the United States mails for the fiscal year ending June 30, 1858, as authorized by the acts of Congress approved March 3, 1847, and March 3, 1851.

For transportation of the mails from New York to Liverpool, and back, per act of March 3, 1847, section 2, Statutes at Large, volume 9, page 187	\$385,000 00	
From which deduct the 10 per cent. required by act of March 3, 1851, section 1, Statutes at Large, volume 9, page 623, to be refunded by deductions annually from compensation of said line, to repay advances authorized by act of August 3, 1848, viz: 10 per cent. on the aggregate advances, \$385,000.....	38,500 00	\$346,500 00
Appropriated for the fiscal year 1856-'57, \$819,500.		
For transportation of the mails from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, per act of March 3, 1847, section 4, Statutes at Large, volume 9, page 188.....	290,000 00	
From which deduct the 10 per cent. required per act of March 3, 1851, viz: 10 per cent. on the aggregate advances to said line, \$290,000.....	29,000 00	261,000 00
Appropriated for the fiscal year 1856-'57, \$261,000.		
For transportation of the mails from Panama to California and Oregon, and back, per acts of March 3, 1847, section 5, Statutes at Large, volume 9, page 188, and of March 3, 1851, section 1. Statutes at Large, volume 9, page 623.....	348,250 00	
From which deduct the 10 per cent. required per act of March 3, 1851, viz: 10 per cent. on the aggregate advances to said line, \$199,000.....	19,900 00	328,350 00
Appropriated for the fiscal year 1856-'57, \$328,350.		
Amount necessary for the mail service for the fiscal year 1857-'58.....		935,850 00
Appropriated for the fiscal year 1856-'57, \$1,408,850.		
SPECIAL.		
Transportation of the mail		935,850 00

Estimate for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1858.

For salaries of computers	\$16,250 00
For purchase of paper, printing, &c., in order to publish in the year 1858 the Nautical Almanac for the year 1861, and for occasional printing, stationery, books, binding, &c.....	3,630 00
For the twenty-four new planets discovered since 1849.....	3,000 00
For new planetary tables.....	1,000 00
For auxiliary tables.....	1,000 00
For extra editions of the volumes already published.....	1,000 00
For clerk	500 00
For contingents, including rent of office, servant hire, fuel, &c.....	500 00
Appropriated for 1856-'57, \$25,732 64.	
SPECIAL.	
Nautical Almanac	26,880 00

This estimate is the same as that of last year; but last year the amount actually appropriated differed from the amount of the estimate by the sum of eleven hundred and forty-seven dollars and thirty-six cents, because that sum had been refunded to the Nautical Almanac from the proceeds of sales. These proceeds now remain in the treasury.

CHARLES HENRY DAVIS,
Commander, Superintendent Nautical Almanac.

CAMBRIDGE, October 8, 1856.

RECAPITULATION.

CIVIL.	
Office of the Secretary of the Navy:	
Salaries	\$29,600 00
Contingent	2,840 00
Southwest Executive Building:	
Salaries	2,650 00
Contingent	3,913 00
NAVY.	
Pay of the navy	529,250 00
SPECIAL.	
Transportation of the mail	935,850 00
Nautical Almanac	26,880 00

No. 2.

BUREAU OF YARDS AND DOCKS,
November 18, 1856.

SIR: I have the honor to submit herewith two sets of the estimates from this bureau for the fiscal year ending June 30, 1858, one other set having been presented on the 16th ultimo for the Treasury Department.

I submit also the report for the past year from this bureau, with an abstract or compendium of the same, both in duplicate.

An abstract of the offers which have been received for furnishing supplies under the cognizance of this bureau for the year ending June 30, 1857, is also submitted, as required by the act of Congress approved March 3, 1843.

A list of the contracts made by this bureau is also in preparation, and will be submitted as soon as it shall be completed.

With great respect, I have the honor to be your obedient servant,
JOSEPH SMITH,
Chief of Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

BUREAU OF YARDS AND DOCKS,
October 16, 1856.

SIR: I have the honor to submit herewith, in compliance with your directions, estimates of the amounts which are deemed necessary to meet the wants of the service coming under the cognizance of this bureau, for the improvements and repairs at the several navy yards, hospitals, and magazines, for the fiscal year ending June 30, 1858, together with estimates for the personnel required at the several navy yards and recruiting stations, viz:

For improvements and repairs at yards and stations -	\$2,127,392 00
For hospital buildings and their dependencies, including the Naval Asylum - - - -	63,615 00
For magazines and their dependencies - - - -	113,458 00
For contingent expenses - - - -	442,000 00
For pay of commission, warrant and petty officers -	272,952 00
For pay of superintendents, naval constructors, and all the civil establishments - - - -	128,382 00
	3,147,799 00

Plans and drawings of the several improvements recommended will be submitted in due time, with full remarks in minute detail, which will fully exhibit the progress which has been made on the works at the respective navy yards during the past year, as well as the reasons which govern the bureau in recommending the improvements, &c., embraced in the accompanying papers, marked Y. & D., from No. 1 to No. 7, for which the necessary estimates have been prepared and are herewith submitted.

With great respect, your obedient servant,
JOS. SMITH,
Chief of Bureau.

Hon. J. C. DOBBIN,
Secretary of the Navy.

Schedule of the papers which accompany the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy, for the fiscal year ending June 30, 1858.

- Y. & D. A.—General estimate from yards and docks.
- Y. & D. No. 1.—Estimate for the support of the bureau.
- Y. & D. No. 2.—Estimate for recruiting stations.
- Y. & D. No. 3.—Estimate for officers and others at yards and stations.
- Y. & D. No. 4.—Statement showing the sums which make up the first and second items in paper Y. & D. A.

Y. & D. No. 5.—Estimate for improvements and repairs at yards and stations.

Y. & D. No. 6.—Estimate for improvements and repairs at hospitals and asylum.

Y. & D. No. 7.—Estimate for improvements and repairs of magazines.

BUREAU OF YARDS AND DOCKS,
October 16, 1856.

Y. & D. A.

General estimate from the Bureau of Yards and Docks for the fiscal year ending June 30, 1858, in addition to the balances remaining unexpended July 1, 1857.

Object.	Estimated for the year end- ing June 30, 1858.	Estimated for the year end- ing June 30, 1857.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D. No. 4)	\$272,952 00	\$272,196 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D. No. 4)	128,382 00	125,782 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D. No. 5)	2,127,392 00	2,522,989 00
4. For hospital buildings and their dependencies, including the Naval Asylum, (see paper Y. & D. No. 6)	63,615 00	84,400 00
5. For magazines and their dependencies, (see paper Y. & D. No. 7)	113,458 00	142,600 00
6. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for purchase and repair of fire engines; for machinery of every description and the patent right to use the same; for the repair of steam engines and attendance on the same in navy yards; for the purchase and maintenance of horses and oxen, and driving teams; for carts, timber wheels, and workmen's tools of every description and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for watchmen; and for incidental labor at navy yards not applicable to any other appropriation	442,000 00	441,750 00
Total	3,147,799 00	3,589,717 00

NOTE.—The increase in the first item of the general estimate is occasioned by the addition of a gardener at the hospital at Norfolk and a purser's steward at Washington, omitted in last year's estimates.

The increase in the second item is for the pay of a naval constructor in California.

JOS. SMITH, *Chief of Bureau.*

BUREAU OF YARDS AND DOCKS, October 16, 1856.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1858.

For salary of chief of the bureau, per act of 31st August, 1842, Statutes at Large, vol. 5, chap. 286, sec. 3, page 579.....	\$3,500 00
For salary of chief clerk (4th class) per act of 3d March, 1853, Statutes at Large, pamphlet edition, chap. 97, sec. 3, page 210.....	1,800 00
For salaries of five clerks, including draughtsman, (four of 2d class and one of 1st class,) per act of 3d March, 1853, pamphlet edition Statutes at Large, chap. 97, sec. 3, page 210; and act of 22d April, 1854, pamphlet edition Statutes at Large, chap. 52, sec. 1, page 276.....	6,800 00
For salary of messenger, per act of 31st August, 1842, Statutes at Large, vol. 5, chap. 286, sec. 6, page 580; act of 22d April, 1854, pamphlet edition Statutes at Large, chap. 52, sec. 2, page 276; act of 4th August, 1854, pamphlet edition Statutes at Large, chap. 242, sec. 6, page 572; and joint resolution No. 18, of 18th August, 1856, pamphlet edition Statutes at Large, page 145.....	840 00
For wages of two laborers, per act of 4th August, 1854, pamphlet edition Statutes at Large, chap. 242, sec. 6, page 572; and joint resolution No. 18, of 18th August, 1856, pamphlet edition Statutes at Large, page 145.....	1,200 00
	14,140 00
Appropriated for the year ending June 30, 1857.....	16,140 00
<i>Contingent expenses.</i>	
For stationery, books, plans, drawings, and incidental labor	800 00
Appropriated for the year ending June 30, 1857.....	800 00
<i>Submitted.</i>	
One clerk, third class	1,600 00

NOTE.—The civil engineer of the bureau being also the civil engineer of the Washington navy yard, his salary is paid from the appropriation for superintendents, &c., which causes the diminution of the amount required for the support of the bureau.

BUREAU OF YARDS AND DOCKS, October 16, 1856.

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1858, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate.
Commanders	1	1	1	1	1	1	6	\$12,600
Lieutenants	1	1	1	1	1	1	6	9,000
Surgeons	1	1	1	1	1	1	6	10,500
Passed midshipmen	1	1	1	1	1	1	6	4,500
Total	4	4	4	4	4	4	24	36,600

BUREAU OF YARDS AND DOCKS, October 16, 1856.

Y. & D. No. 3.

Estimate of the pay of officers and others at navy yards and stations for the year ending June 30, 1858.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander.....	2,100 00	
1	Lieutenant.....	1,500 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser.....	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman.....	750 00	
1	Boatswain.....	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker.....	700 00	
1	Purser's assistant, when performing duties of clerk also ...	750 00	
1	Steward, (surgeon's).....	360 00	
	<i>Submitted.</i>		\$18,060 00
	Increase to pay of purser's assistant.....	150 00	
ORDINARY.			
1	Passed midshipman.....	750 00	
1	Carpenter's mate.....	228 00	
11	Seamen, at \$180 each.....	1,980 00	
6	Ordinary seamen, at \$144 each	864 00	
			3,822 00
CIVIL.			
1	Storekeeper.....	1,500 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	1,500 00	
2	Superintendent of floating dock, &c.....	1,000 00	
1	Foreman and inspector of timber.....	900 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk to the storekeeper.....	900 00	
1	Clerk to the naval constructor.....	800 00	
1	Porter.....	456 00	
			12,056 00
	Total		33,938 00

BOSTON.

NAVAL.			
1	Captain	3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	

Y. & D. No. 3—Continued.

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Purser	\$2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
	<i>Submitted.</i>		\$22,610 00
	Increase to pay of clerk to purser	250 00	
	HOSPITAL.		
1	Surgeon	2,000 00	
1	Assistant surgeon	1,150 00	
1	Steward	480 00	
1	Matron	204 00	
2	Nurses, at \$180 each	360 00	
1	Cook	204 00	
1	Washer	144 00	
3	Watchmen, at \$240 each	720 00	
			5,262 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper	900 00	
1	Clerk to inspector of provisions and clothing, instead of 3d clerk to storekeeper	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			14,816 00
	Total		42,688 00
	<i>Submitted.</i>		
	Increase to pay of clerk to inspector of provisions and clothing	150 00	
	Increase to pay of clerk to constructor	100 00	
			250 00
	NOTE.—The surgeon of the yard will attend the marines also.		

Y. & D. No. 3—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			\$22,610 00
<i>Submitted.</i>			
	Increase to pay of clerk to purser	250 00	
HOSPITAL.			
1	Surgeon	2,250 00	
2	Assistant surgeons, at \$1,150 each	2,300 00	
1	Hospital steward	480 00	
1	Matron	204 00	
4	Nurses, at \$180 each	720 00	
2	Washers, at \$144 each	288 00	
2	Cooks, at \$168 each	336 00	
1	House cleaner	144 00	
1	Messenger	144 00	
1	Gate-keeper	360 00	
1	Gardener	276 00	
1	Porter	180 00	
2	Watchmen, at \$240 each	480 00	
1	Engineer for steam pump	360 00	
			8,522 00
LABORATORY.			
1	Surgeon, director of laboratory	2,250 00	
1	Assistant surgeon	1,150 00	
			3,400 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Inspector and measurer of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (second) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (second) to the storekeeper	900 00	

Y. & D. No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pa	Amount.
1	Clerk to inspector of provisions and clothing, instead of third clerk to storekeeper	\$750 00	
1	Clerk to naval constructor	800 00	
1	Porter.....	456 00	
			\$15,316 00
	Total.....		49,848 00
	<i>Submitted.</i>		
	Increase to pay of clerk to inspector of provisions and clothing.....	150 00	
	Increase to pay of clerk to naval constructor.....	100 00	
		250 00	
	NOTE.—The surgeon of the yard will attend the marines also.		

PHILADELPHIA.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman.....	750 00	
1	Boatswain.....	700 00	
1	Gunner	700 00	
1	Carpenter.....	700 00	
1	Sailmaker.....	700 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's)	360 00	
			18,540 00
	<i>Submitted.</i>		
	Increase to pay of purser's assistant.....	150 00	
	<i>HOSPITAL.</i>		
1	Surgeon.....	2,250 00	
1	Passed assistant surgeon.....	1,150 00	
1	Steward, (surgeon's)	480 00	
1	Cook	156 00	
2	Nurses, at \$180 each	360 00	
2	Washers, at \$108 each.....	216 00	
			4,612 00
	<i>NAVAL ASYLUM.</i>		
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,500 00	
1	Secretary.....	900 00	

REPORT OF THE
Y. & D. No. 3—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Carpenter	\$800 00	
1	Steward to the asylum.....	480 00	
1	Purser's assistant.....	750 00	
1	Matron	204 00	
4	Washers, at \$108 each.....	432 00	
1	Cook.....	168 00	
2	Cook's assistants—one at \$120, and one at \$96.....	216 00	
4	Laundresses, at \$108 each.....	432 00	
8	Scrubbers and house cleaners, at \$96 each.....	768 00	
4	Laborers	288 00	
1	Master-at-arms	300 00	
1	Ship's corporal.....	240 00	
	<i>Submitted.</i>		\$14,578 00
	Increase to pay of purser's assistant	150 00	
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (second) to the commandant.....	960 00	
1	Clerk to the storekeeper	900 00	
1	Clerk (second) to the storekeeper	750 00	
1	Clerk to the naval constructor	800 00	
1	Porter	456 00	
			12,416 00
	Total		50,146 00
	NOTE.—The surgeon of the yard is to attend the marines also.		

WASHINGTON.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each.....	1,500 00	
1	Boatswain.....	700 00	
1	Gunner.....	700 00	
1	Carpenter	700 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
	<i>Submitted.</i>		19,210 00
	Increase to pay of purser's assistant.....	150 00	

Y. & D. No. 3—Continued.

WASHINGTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
ORDINARY.			
1	Passed midshipman.....	\$750 00	
1	Boatswain's mate	228 00	
1	Carpenter's mate.....	228 00	
10	Ordinary seamen, at \$120 each	1,200 00	
			\$2,406 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor.....	2,600 00	
1	Inspector and measurer of timber	900 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Steam engineer and machinist.....	2,000 00	
1	Master tank and camboose maker.....	1,250 00	
1	Master chain cable and anchor maker.....	1,250 00	
1	Pyrotechnist	1,500 00	
1	Keeper of magazine.....	480 00	
1	Porter	456 00	
			17,596 00
Total			39,212 00
NOTE.—The surgeon of the yard is to attend the marines also.			

NORFOLK.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
2	Masters, at \$1,000 each.....	2,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
2	Boatswains, at \$800 each.....	1,600 00	
2	Gunners, at \$800 each.....	1,600 00	
2	Carpenters, at \$800 each.....	1,600 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine.....	800 00	
1	Clerk of the purser.....	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
			26,010 00
Submitted.			
Increase to pay of purser's clerk.....		250 00	

REPORT OF THE

Y. & D. No. 3—Continued.

NORFOLK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
HOSPITAL.			
1	Surgeon	\$2,000 00	
1	Passed assistant surgeon.....	1,150 00	
1	Assistant surgeon	950 00	
1	Steward	480 00	
1	Matron.....	204 00	
1	Gardener.....	276 00	
3	Nurses, at \$180 each.....	540 00	
2	Cooks, at \$168 each	336 00	
2	Washers, at \$144 each.....	288 00	
4	Boatmen, at \$120 each.....	480 00	
1	Boy.....	120 00	
	<i>Submitted.</i>		\$6,824 00
	Increase to pay of boatmen.....	192 00	
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,500 00	
1	Inspector and measurer of timber.....	1,200 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Clerk to inspector of provisions and clothing, instead of 3d clerk to storekeeper.....	750 00	
1	Clerk to the naval constructor	800 00	
1	Porter.....	450 00	
			15,466 00
	Total		48,300 00
	<i>Submitted.</i>		
	Increase to pay of clerk to inspector of provisions and clothing.....	150 00	
	Increase to pay of clerk to naval constructor.....	100 00	
		250 00	
	NOTE.—The surgeon of the yard is to attend the marines also.		

PENSACOLA.

NAVAL.			
1	Captain	3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each.....	3,000 00	
1	Master	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
	Passed midshipmen, at \$750 each	1,500 00	
	Boatswain	800 00	

Y. & D. No. 3—Continued.

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Gunner	\$800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
	<i>Submitted.</i>		\$21,810 00
	Increase to pay of purser's assistant	150 00	
	ORDINARY.		
1	Lieutenant	1,500 00	
1	Carpenter's mate	228 00	
2	Boatswain's mates, at \$228 each	456 00	
1	Cook	228 00	
10	Seamen, at \$144 each	1,440 00	
80	Ordinary seamen, at \$120 each	9,600 00	
			13,452 00
	HOSPITAL.		
1	Surgeon	2,250 00	
2	Assistant surgeons, at \$950 each	1,900 00	
1	Steward	480 00	
1	Matron	250 00	
3	Nurses, at \$180 each	540 00	
2	Cooks, at \$168 each	336 00	
3	Washers, at \$144 each	432 00	
1	Baker	420 00	
1	Carter	144 00	
1	Messenger	168 00	
3	Watchmen, at \$360 each	1,080 00	
1	Gardener	274 00	
			8,274 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	3,000 00	
1	Inspector and measurer of timber	900 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper	900 00	
1	Clerk (3d) to the storekeeper	750 00	
1	Porter	456 00	
			15,866 00
	Total		59,402 00
	NOTE.—The surgeon of the yard is to attend the marines near the yard, and to such persons in the yard as the commandant may direct.		

REPORT OF THE
Y. & D. No. 3—Continued.

MARE ISLAND—CALIFORNIA.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$5,000 00	\$13,250 00
1	Commander	3,000 00	
1	Master.....	1,500 00	
1	Surgeon.....	3,000 00	
1	Steward, (surgeon's)	750 00	
CIVIL.			
1	Navy agent, to do the duty of purser also	4,000 00	24,850 00
1	Storekeeper	2,500 00	
1	Naval constructor	2,600 00	
1	Constructing engineer	4,000 00	
1	Clerk to navy agent ; one to do the duty of clerk of the yard also	3,000 00	
1	Clerk to navy agent	2,500 00	
1	Clerk and draughtsman to the constructing engineer	2,500 00	
1	Clerk to the storekeeper.....	1,500 00	
1	Clerk to the commandant	1,500 00	
1	Porter	750 00	
Total			38,100 00

SACKETT'S HARBOR.

NAVAL.			
1	Commander	2,100 00	3,100 00
1	Master	1,000 00	
Total			3,100 00

RECAPITULATION.

Yards.	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth	\$18,060	\$3,822	.....	.....	.....	\$12,056	\$33,938
Boston	22,610	.....	5,262	.....	.....	14,816	42,688
New York	22,610	.....	8,522	.....	3,400	15,316	49,848
Philadelphia	18,540	.....	4,612	14,578	.....	12,416	50,146
Washington	19,210	2,406	.....	.....	.....	17,596	39,212
Norfolk	26,010	.....	6,824	.....	.....	15,466	48,300
Pensacola	21,810	13,452	8,274	.....	.....	15,866	59,402
Mare island	13,250	.....	.....	.....	.....	24,850	38,100
Sackett's harbor	3,100	.....	.....	.....	.....	.....	3,100
Total	165,200	19,680	33,494	14,578	3,400	128,382	364,734
Submitted.							
Proposed increase	1,350	.....	192	150	.....	750	2,442

Y. & D. No. 4.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks, for the year ending June 30, 1858, marked Y. & D. A.

FIRST ITEM.

For recruiting stations - - - - -	\$36,600 00
For naval branch at yards and stations - - - - -	165,200 00
For hospital branch at yards and stations, including the naval asylum at Philadelphia, and the laboratory at New York - - - - -	51,472 00
The ordinary branch at yards and stations - - - - -	19,680 00
	272,952 00

SECOND ITEM.

For the civil branch at all the yards and stations - - - - -	128,382 00

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 5.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several navy yards, for the fiscal year ending June 30, 1858.

Portsmouth, N. H.

For quay wall and filling in; removing ledge; coal house; offices and muster room; tank shed; lodge for ordinary; engine house; repairs of all kinds - - - - -	\$150,237 00

Boston.

For additional story to packing house and purser's store; embankment round machine shop; gutters for rope walk; extension of dry dock; completing dock en- gine, &c.; dredge boat and scows; paving part of Wapping street; reservoir, water-closets, and floating stages; repairs of all kinds - - - - -	381,260 00

Submitted.

For the purchase of water front, (see plan) - - - - -	80,000 00

New York.

For reservoir; stable; flagging on Flushing avenue; repairs of cob dock; yard fence; water-closets and lightning rods; paving and flagging; dry dock; quay wall; dredging; engine house; completing foundry, machine and boiler shop; completing smithery, saw mill, and carpenter's shop; timber shed; heating plumbers' and block shop; machinery for foundry boiler shop; smithery and coffee mill; filling in new purchase; and repairs of all kinds - - - \$435,072 00

Philadelphia.

For addition to smithery; addition to engine house; repairs to floating dock; dredging channels; and repairs of all kinds - - - 73,065 00

Submitted.

For extension of yard, (see plan) - - - 85,000 00

Washington.

For completing slotting machine; wall west side of yard; grading and filling yard; wall east side of yard; dredging; muster office; machinery and tools; repairs of all kinds - - - 138,338 00

Submitted.

For purchase of land to Fourth, and between Third and Fourth streets, (see plan) - - - 121,512 00

Norfolk.

For quay wall and dredging; extension of boiler and forge shop; timber sheds Nos. 17 and 18; commencing ship house No. 48; commencing victualling establishment and purser's store; furnaces, cranes and tools for foundry; spar shed; completing ship house B, shed No. 48, and store house No. 14; completing dock engine and carpenter shop; and repairs of all kinds - - - 383,112 00

Pensacola.

For extension of granite wharf; foundry; dredging; launching slip; working floating dock, and repairs to same; improving spar pond and railway to same; completing fire engine house, rail tracks, steam box, pitch and oil houses; repairs of cisterns; and repairs of all kinds - - - 203,000 00

Mare Island.

For timber shed with mould loft above; cooper's and
 paint shop, with tank shed; coppersmith's, tinner's
 and plumber's shops; two blocks of officer's houses;
 two cisterns; permanent wharf; grading and paving;
 repairs of all kinds - - - - - \$362,308 00

Sackett's Harbor.

For repairs of ship house, fences, and other buildings - 1,000 00

RECAPITULATION.

Portsmouth, N. H.	-	-	-	-	-	150,237 00
Boston	-	-	-	-	-	381,260 00
New York	-	-	-	-	-	435,072 00
Philadelphia	-	-	-	-	-	73,065 00
Washington	-	-	-	-	-	138,338 00
Norfolk	-	-	-	-	-	383,112 00
Pensacola	-	-	-	-	-	203,000 00
Mare Island	-	-	-	-	-	362,308 00
Sackett's Harbor	-	-	-	-	-	1,000 00
						<u>2,127,392 00</u>

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 6.

*Estimate of the amount that will be required towards the construction
 and completion of works, and for the current repairs at the several
 naval hospitals for the year ending June 30, 1858.*

Boston.

For repairs of buildings, &c. - - - - - \$2,500 00

New York.

For completing cemetery, repairs of buildings, fences, &c. 7,200 00

Naval Asylum, Philadelphia.

For south wall on Shippen street; grading, paving, and
 curbing Shippen street; repairs of furnaces, grates,
 cleaning, and whitewashing; gas, water rent, and
 furniture; repairs of all kinds - - - - - 15,800 00

Norfolk.

For surgeon's house, repairs of brick wall, and current
repairs of buildings, &c. - - - - \$22,115 00

Pensacola.

For draining and filling ponds, and for general repairs
of buildings, &c. - - - - 16,000 00

RECAPITULATION.

For Boston	-	-	-	-	-	2,500 00
For New York	-	-	-	-	-	7,200 00
For Philadelphia (asylum)	-	-	-	-	-	15,800 00
For Norfolk	-	-	-	-	-	22,115 00
For Pensacola	-	-	-	-	-	16,000 00
Total	-	-	-	-	-	<u>63,615 00</u>

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 7.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several naval magazines for the fiscal year ending June 30, 1858.

Portsmouth, New Hampshire.

For filling and furnishing ordnance building and con-
ductors, and for repairs of all kinds - - - \$4,223 00

Boston.

For repairs of all kinds - - - - 1,000 00

New York.

For completion of armory, loaded shell house and gun-
carriage shed, sighting ground for cannon, new gun
ground, small rowboat and shed, repairs of wharf,
new pier and boat slip at Ellis' island, repairs of all
kinds - - - - 36,238 00

Philadelphia.

For building wharf at Fort Mifflin, and repairs of all kinds - - - - -	<u>\$10,107 00</u>
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Washington.

For repairs of ordnance building - - -	<u>4,800 00</u>
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Norfolk.

For ordnance building, engine and machinery, sea wall at Fort Norfolk, and repairs of all kinds - -	<u>56,090 00</u>
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Pensacola.

For repairs of all kinds - - - -	<u>1,000 00</u>
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RECAPITULATION.

Portsmouth, New Hampshire - - - -	4,223 00
Boston - - - - -	1,000 00
New York - - - - -	36,238 00
Philadelphia - - - - -	10,107 00
Washington - - - - -	4,800 00
Norfolk - - - - -	56,090 00
Pensacola - - - - -	1,000 00
Total - - - - -	<u>113,458 00</u>

BUREAU OF YARDS AND DOCKS, *October 16*

An abstract or compendium of the annual report from the Bureau of Yards and Docks for the fiscal year ending June 30, 1858, showing:

The objects of improvement which have been completed at the several navy yards during the past year and the amounts expended thereon, arranged under each yard separately.

The progress which has been made on works that have been commenced but not completed, and the amounts expended on the same at each navy yard.

The objects of improvement deemed necessary for the service, with

full remarks on each, and the aggregate amount estimated for each navy yard separately.

The construction and completion of works at the naval hospitals and the naval asylum, with the amounts expended on each; also the improvements proposed and the amounts required to make them.

The same in reference to each of the magazines.

Recommendations in reference to the purchase of additional water front at the Boston navy yard, and the extension of the Philadelphia and Washington navy yards, stating the amounts necessary to effect those objects.

Remarks upon the state and condition of the dry-docks at Portsmouth, New Hampshire, Boston, New York, Philadelphia, Norfolk, Pensacola, and Mare Island.

States the number of inmates of the naval asylum at Philadelphia, the expenses of the establishment, views in relation to a system of pensions as being preferable to the present plan.

Timber agencies, the protection afforded to the timber on public lands, recommends the subject as worthy of the fostering care of the government, offers suggestions as to the qualifications desirable for timber agents to possess.

Report from the Bureau of Yards and Docks, in explanation of the Estimates from that Bureau under the head of each Navy Yard, as to works which have been completed during the past year; those now in progress; and as regards the estimates which are now submitted in detail, for the year ending 30th June, 1858.

PORTSMOUTH, N. H.

At this yard, during the past fiscal year, the following works have been completed:

1. Extension of ship-house No. 4 fifty feet, which has been done within the estimates heretofore submitted. The materials are of the best quality, and the work thoroughly performed.

2. Sewers and drainage have been commenced and completed during the fiscal year. About fourteen hundred lineal feet of cylindrical brick sewer have been laid in cement, by which the quarters are properly drained and the waste water of the cisterns made to subserve a useful purpose in carrying to tide-water all noxious and offensive substances. The sewer is also provided with trap-drains, for receiving surface water, in those parts of the yard through which this work passes.

3. Ledge back of timber sheds 13 and 27 has been removed, amounting to two thousand one hundred and eighty-four cubic yards, and a permanent stone wall erected against the high bank, and the whole graded and finished in a careful manner. By this improvement the rear of timber sheds 13 and 27 are accessible, and the expense of housing and removing timber in them materially reduced.

4. *Paving*.—This important work, by which the surface water is taken from the engine house and in rear of timber sheds 13 and 27, has been completed this year. In this work about seven hundred lineal feet of edge-stone and paved gutter have been laid.

5. New shell house for empty shells has been completed. This is of brick, substantially constructed, and is occupied for the purpose for which it was designed.

All the above work has been done agreeably to the orders pertaining to those objects.

The amount expended on these several objects during the fiscal year is \$12,724 88.

The works upon which expenditures have been made during the year, but which are not yet completed, are:

1. *Quay wall connecting with dock basin*.—This wall, being connected with, and for the protection of the dock basin walls, has been suspended until the repairs on the basin walls shall be commenced, and for this reason but a small expenditure has been made upon it during the past year.

2. *Drains, gutters and paving*.—This work is also connected with the completion of the dock basin, and awaits the commencement of that work, and consequently but a small expenditure has been made during the year.

3. *Dredging in front of basin*.—The deep basin, in which to sink the dock while receiving and docking ships, has been constantly progressing during the year. About 5,000 cubic yards of sand, gravel and earth have been removed. The chief work has been to level the bottom of the deep basin, and remove, as far as possible, the gravel, &c., from around the ledges which have been encountered as the work progressed. This gravel has been found at the extreme depth (thirty-two feet at common tides) to be mixed with a clay extremely hard, and at times mistaken for ledge. Nearly the whole area, 350 feet by 125 feet, has been reduced to a proper level, and the sides of the excavation sloped so that it is not probable the floating sediment will require the use of the dredging machine for several years. A commencement of removing the ledge has been made by the Pasley method, and with every prospect of success. Removing the broken stone, after it shall have been disconnected from the ledge, at first appeared an expensive and difficult operation, and to obviate this, the gravel and sand was removed from the neighborhood of the ledge, (so far as the machine could reach at extreme low tides,) and in these cavities the broken ledge was taken by the bell, and deposited so low as to be beyond the reach of the floor of the dock when resting upon the bottom of the deep basin. The remaining work will be to remove the ledge, probably six or eight hundred cubic yards, and to trim the uneven surfaces about it.

4. *Launching and hauling up ways at ship house No. 4*.—Soon after the keel of the Franklin was laid (in ship house No. 4) for her repair, the foundation for launching ways were examined, to ascertain whether she could with safety be launched in the then condition of the work. It was found that the stone rested on a wooden platform, the exposed timbers of which had been partly decayed, and the stone walls were

gradually giving way under their own weight. The stone was then taken up, and the platform, mud and earth removed to a firm and solid stratum. On this the stone walls were commenced anew, having a broad and secure base, and dependent upon nothing of a perishable nature. This work has been assiduously prosecuted, and during the year some 14,000 cubic feet of stone have been laid, and all by the diving bell. The work is now brought to a height where it can be reached by the workmen at low tides, and is safe for the launching of ships of any known tonnage. The capping courses are yet to be laid, and the stone whereon rest the timber launching ways are to be of hammered surfaces, a portion of which has already been done.

5. *Dock basin.*—The walls of the dock basin, which require repairs, have not yet been disturbed, except by action of frosts and tides. The timber for the coffer dam and other materials necessary for these repairs have been procured, and the work will soon be commenced.

6. *Tools for machinists and smiths.*—Progress has been made in the construction of these important appendages, and such as have been completed are in operation.

7. *Repairs of all kinds.*—Such repairs as were necessary have been put upon the different buildings, fences, docks, and wharves, and the total amount expended upon the foregoing objects during the fiscal year is, for labor \$16,013 41; for materials \$10,089 95, amounting in the aggregate to the sum of \$26,103 36.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: For quay wall A, B, on plan and filling in; removing ledge, coal-house, offices and muster room, tank shed, two hundred feet of quay wall, lodge for ordinary, engine house, and for repairs of all kinds, amounting in the aggregate to \$150,237.

1. *Quay wall A, B, on plan and filling in.*—The wall A, C, D, E, on the plan was constructed many years since, and evidently intended only as a bank wall. It has been found incapable of sustaining any considerable weight, and is regarded unsuitable as a landing place, even for building materials. This wall, and also the knee dock walls, are much out of repair, and an estimate is submitted, having in view the erection of a permanent granite wall, resting on ledge, and adding to the area of the yard one and a half acres of land. The timber dock is sufficiently capacious for the docking of both timber and knees, and it is recommended to fill up the old knee docks, and appropriate the stone to the new work. The inconvenient proximity of the gun park [in its present contracted limits] to the knee docks, the necessity of repairs to this unsuitable wall, and the peculiar appropriateness of this area as a site for an ordnance building, are the reasons urged for the early construction of this work.

2. *Removing ledge.*—It will be seen by reference to the plan of the yard that the ledges occupy the most conspicuous and serviceable portion of the area. For several years past, no appropriation has been made for this important object, and since the completion of the engine house and saw mill, these obstructions interfere with the expeditious performance of work. The appropriation is strongly urged, not only from the fact that the present ledges of rock and rough hills

have so unseemly an appearance, but that the space is required upon which to erect authorized and asked for improvements. In the present irregular surface of the yard, the roads for hauling are necessarily very circuitous, by which time is lost, and much additional labor is incurred. This is deemed one of the most essential improvements.

3. *Coal house.*—There is no provision made in this yard for storing coal under cover, and it is recommended to construct a permanent building in three apartments, capable of containing two hundred tons each. All the coal on hand in the yard, amounting at times to several hundred tons, is at present entirely exposed to the weather, or but imperfectly sheltered by such temporary cover as can be thrown around the pile. An upper story is recommended for tin, copper, and composition workshops. This description of work is now done in the smithery, and the tools are mingled in confusion with those of the smiths, and all the classes of workmen are interrupted and retarded by the inconvenient arrangement now existing.

4. *Offices and muster room.*—The rooms in the storehouse, occupied for offices are regarded as entirely too small for the business necessarily connected with the different branches of the service. This arrangement was evidently intended only as a temporary occupancy, and the proper distribution of the stores for ventilation, &c., and the prudent regard to the business of the station, render a building expressly appropriated to offices indispensably necessary. Much of the iron and steel in store is now placed in the cellar, and exposed to dampness, and the purser's stores are not in properly ventilated rooms, but at present there is no alternative. The present muster-house of the yard is a diminutive wooden shanty, contracted, unsightly, and not at all adapted to the purpose. There is no shelter near or about it for the men to muster in inclement weather, which is a great desideratum in this climate. It is also considered very important that the check officer should be separated entirely from the clerk of the yard, and have an office to himself, which in the present building is impossible. The office of the purser, and the only place he has for paying off, is at present in the upper story of a storehouse, very dark, inconvenient, and contracted. A new office is much required.

5. *Tank shed.*—This is recommended as a somewhat important appurtenance in the completeness of a naval depot. At present the tanks are either exposed to the weather or stowed away in such chance spots as can be found about the yard. There are now on hand the tanks belonging to the Constitution and Alabama, for which there is no suitable storage room. The tanks for the Santee remained exposed to the weather, without shelter, lying about the yard a year before they could be placed on board ship. The other tanks above referred to are promiscuously piled up in the ship-houses, and if those buildings should be wanted for their legitimate purposes, these tanks must be exposed to the storms as were those of the Santee. When the tanks for the Franklin are received they must remain uncovered until taken on board that ship, and should any vessel be ordered to this station for any considerable repairs, rendering the removal of her tanks necessary, there is no suitable room for their stowage under

cover. A plan is submitted which it is believed will afford ample room for tanks, and a convenient space in which to house the carts, wagons, &c., belonging to the yard, during the winter months, for which purpose there is now no appropriate place. In the winter season these indispensable articles are often covered with ice and snow, are much impaired thereby, and at times rendered almost useless. The item of repairs to carts, wheels, &c., is no small one, and it is believed that the improvement here recommended will greatly reduce it.

6. *Two hundred feet of quay wall.*—The extension of this wall has been suspended for some years, and a small appropriation is recommended for the continuation of the work, having in view the final enclosure in a durable manner of the public grounds, and sufficient wharf room for the reception of timber and other materials to be used in that part of the yard. While stone and other materials are gradually advancing in price, on such works as are evidently necessary, (and this is certainly considered as among the number,) it is hoped no suspension will be made for any considerable time. It is believed the amount asked for will be sufficient to extend the wall 200 lineal feet.

7. *Lodge for ordinary.*—The present inconvenient building occupied by the warrant officers and their families, and the ordinary seamen, has long been a subject of complaint. The building is of brick, the centre is the lodge, and the extremities are occupied by the officers. The area occupied by each family in *both stories* is less than ninety square yards, while the lodge is of the same dimensions as that of the quarters of two families. The space allotted to each is regarded by the officers as entirely inadequate for the reasonable wants of families with children. The necessity of being so nearly connected with the seamen is very objectionable; their being in such close neighborhood with their superiors and their families is deemed subversive of strict discipline, and the building is too small and cannot well be enlarged. It is therefore proposed to construct a permanent building of brick, (for which plans are submitted, and the location designated on the plan of the yard,) for the use of the ordinary seamen, and the present quarters to be occupied solely by warrant officers and their families.

8. *Engine house.*—The third floor of this building is the *attic*, and so low as to be inconvenient for the machinery to be used to the best advantage, and the slope of the roof renders the available room exceedingly contracted in width. It is recommended to raise the roof fourteen feet, and carry the walls, in uniformity with the present work, to that height. This improvement is considered of great importance in facilitating the economical and rapid execution of ship work.

9. *Repairs of all kinds.*—This item embraces repairs of bridge, floating dock, officers' quarters, platform, landing stages, cranes, derricks, scows and yard boats, yards of smithery, painting timber sheds Nos. 6, 7, 13, 27 and 28, ship house No. 4, chimneys at engine house and smithery, boat house, and for all other incidental repairs, and is considered indispensably necessary.

BOSTON.

The following works have been completed at this yard during the past fiscal year, viz: stone wall west of timber dock; extension of ship house H, and slip; paving area between timber sheds, and around dry-dock. Upon these several objects there has been expended for labor, \$2,355 64, and for materials, \$2,710 31, amounting in the aggregate to \$5,065 95.

The works which have been in progress during the year, but which are not yet completed, are, cooperage and packing house; rebuilding battery and sheer wharf; smithery, machine shop and foundry; steam engine and pump for ropewalk; boiler house and chimney; new steam engine for dry-dock; removing coal house at smithery, stone wall north side of timber-dock, and filling in; rebuilding dry-dock engine, boiler house; extending city sewer to sea wall; finishing coal house at smithery, and repairs of all kinds. Upon these objects there has been expended the sum of \$165,941 93.

The cooperage and packing house is about one half finished, and a portion of the building is occupied. The work of rebuilding the battery and sheer wharf is completed, except the gravel dressing; one half of the foundation piles for the machine shop and other buildings connected therewith have been driven, and about one third of the stone foundation walls are laid and ready to receive the brick work. The steam engine and pump for the ropewalk have been erected, and are nearly completed and ready for use. The new boiler house and chimney form part of the machinists' establishment, and the foundations are partially prepared. The new steam engine and pumps for draining the dry-dock have been constructed and put in place, and are in operation. To complete the engine and boiler room, a small additional appropriation will be required. Removing and altering coal house also forms part of the arrangements for machine and other shops connected. The wall north of timber dock has been completed, and the filling in is in an advanced state, and will soon be finished. The dock engine boiler house has been erected, and only requires painting. The extension of the city sewer through the yard has been suspended for the purpose of effecting an arrangement with the city authorities for its final completion. The coal house for the ropewalk is finished, except fitting up the second story.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for an additional story to the cooperage and packing house; embankment around machine shop, foundry and smithery; copper gutters to ropewalk; extension of dry-dock 50 feet; reservoir at commandant's quarters; paving portion of Wapping street; water closets at lower part of yard; completing dock engine and engine room; dredge boat and scows; floating stages; two large scows; and for repairs of all kinds, amounting in the aggregate to the sum of \$381,260. An estimate for the extension of the water front of the yard, as per plan, is also submitted.

1. *Additional story to cooperage and packing house.*—As this building has been assigned to the Bureau of Provisions and Clothing for pursers'

stores, as well as containing a cooperage, a third story is much required.

2. *Embankment around machine shop, &c.*—This object is indispensable, the ground at the site for these buildings being so low as to require a considerable amount of filling up before convenient access can be obtained to the buildings when completed.

3. *Gutters for ropewalk.*—In consequence of the great deficiency of soft water at this yard business is at times seriously interrupted, and to obviate the difficulty it is deemed advisable to make arrangements for preserving the rain water that falls upon the different buildings. To this end an estimate is submitted for putting copper gutters to the large ropewalk building.

4. *Extension of dry-dock fifty feet.*—When the dry-dock at this yard was constructed it was supposed to be of ample dimensions to accommodate any ship which would ever be built for the navy; but since that period the size of the war steamers has been enlarged to such an extent that this dock is incapable of receiving the largest class, owing to their great length. It is therefore proposed to extend the dock by taking up the stone work forming its head, adding fifty feet to the length of the chamber, and replacing the head work, as at present. To do this it will not be necessary to construct a coffer dam, as the dock gate will exclude the water while the work is performed, and should urgent necessity require the use of the dock for repairing vessels while this improvement is in progress, it can be had without serious interruption. It is deemed necessary that the docks at the navy yards should be capable of receiving any national vessel that may require docking for repairs, and therefore the appropriation for this object is regarded as of much importance.

5. *Reservoir for commandant's quarters.*—The great deficiency of good water at this station renders this improvement highly necessary.

6. *Paving portion of Wapping street.*—This estimate is for paving that portion of Wapping street at the main entrance to the yard, and is deemed a very desirable improvement. The authorities of Charleston propose to furnish the remaining sum required to complete the work.

7. *Water closets for lower end of yard.*—Water closets are much needed for the accommodation of the large number of men employed in the rope making establishment. There being no convenience of the kind near these buildings much time is lost by the men in visiting distant places in the yard.

8. *Completing dock engine and engine room.*—An additional appropriation will be required to complete this important work in consequence of the great and unexpected expense incurred in preparing the foundations.

9. *Dredge boat and scows.*—The shifting nature of the soil composing the bottom along the wharves of the yard renders frequent dredging necessary in order to preserve a sufficient depth of water to accommodate heavy ships, and render communication along the water front unimpeded. An estimate is therefore submitted for the purchase of a suitable dredge boat, with a proper number of scows.

10. *Floating stages.*—The floating stages now in use are old, and

have become so much out of repair as to be nearly useless. These articles are indispensable, and it is proposed to construct new ones.

11. *Two large scows.*—These are much needed for the transportation of heavy articles from one end of the yard to the other, whereby a great saving in time and labor will be effected.

12. *Extension of water front of yard.*—The peculiar position of the property which it is proposed to purchase renders its possession by the government extremely desirable. The direction of the line separating this property from the yard is such as to cross one of the launching slips, and passes so near the sheer wharf, that if the property should be improved by the proprietors in the manner they propose doing, it will seriously incommode and interrupt the operations at the principal wharf for fitting out ships. The acquisition of this property will add materially to the deep water front, where accommodations are much needed, and are at present very contracted. An appropriation for this object is strongly urged.

13. *Repairs of all kinds.*—The amount submitted for this object is for repairs of roads and walks, fences and walls, storehouses and workshops, offices and officers' houses, drainage, wharves and docks, ropewalk, anchor hoy and water tank, and for other incidental repairs that may be required upon the various improvements during the year, and is deemed such as will be necessary for the proper protection of the public property.

NEW YORK.

During the past year the following works have been completed at this yard: Machinery for engine house, railing on wall, dry-dock pavement, and the iron work for engine house. On these several objects there has been expended during the year the sum of \$31,382 91.

The works upon which expenditures have been made, but which are not yet completed, are:

1. *Quay wall.*—During the past year that part of this wall lying between the eastern side of the dry-dock and the saw mill slip has been completed, except small portions of the upper course and of the coping. Four courses of the western side of the timber slip have been laid, and the piling and concrete of the eastern is finished and ready for the masonry, for which a quantity of cut stone has been prepared. On the west side of the dry-dock the sheet piling and concrete for one hundred and twenty feet in length were nearly finished last year, but no masonry has since been laid. It is desirable that both this and that in front of the saw mill be completed as soon as possible.

2. *Saw mill and machinery.*—A boiler shed has been added to the south end of this building since the date of the last report. The machinery which was erected under contract is completed and in satisfactory operation. It will be desirable, however, to make some additions to the foundation of the vertical saw, which has scarcely sufficient stability. The lower floor of this building is partitioned off for the blockmakers, who were removed from their temporary occupancy of the engine house. To make this establishment more perfect some further outlays will be necessary. The log ways require to be extended

further from the building, and to be provided with stationary rollers. The slip for the convenience of hauling in timber to the futtock saw remains to be completed, and apparatus for warming the building with steam is required. The great difficulty of obtaining a sufficient supply of fresh water for the boilers has rendered the use of salt water unavoidable, and consequently they will soon require repairs. An arrangement is now contemplated, however, by which it is hoped this difficulty will be overcome.

3. *Machinery for engine house, &c.*—The machine shop in this building has been furnished with sufficient machinery and other tools to perform ordinary repairs on steamers of the navy. The machinery was selected under authority from this bureau, and the officer entrusted with the duty was directed to be governed entirely by the quality of workmanship and materials, and to avail himself of all useful modern inventions in such machines; and it is believed that this machinery is all of a superior quality, equal to that in any other machine shop in the country. Since this shop has been put in operation extensive repairs have been made to the engines of the steamers *Mississippi*, *Arctic*, and *Despatch*, and great benefits have already been derived from the establishment. To build new engines of large size considerable additional machinery will be necessary.

4. *Smithery and extension.*—The smithery is in successful operation, and works well. One of Watt's patent steam hammers has been purchased and delivered, but there not being sufficient funds to erect the muffled furnaces, the hammer could not be put in operation, and therefore it has not yet been erected. To complete the establishment extensive additions will be required, viz: four muffled furnaces, two of which are for light work, steam hammers, cranes, &c., all of which are provided for in the estimates for the next year.

5. *Timber shed.*—This building has now received its roof and the flooring of the upper story. As a more perfect surface is necessary to make this suitable for a mould loft, an additional floor of white pine is required. The doors of the lower story have been made and sills fitted to the openings. The fears entertained for the stability of this building, on account of the treacherous nature of the soil, have happily proved unfounded; and the full settlement of the new filling on its site having now taken place, it may be considered perfectly secure for the future.

6. *Foundry and boiler shop.*—The walls of the foundry have been built, the moulding pits excavated, and the curb set; the wooden trusses to support the cranes, &c., are now being constructed. The walls of the foundry extension have also been erected, and the foundations for the cupolas, &c., prepared. One cupola has been ordered, and the blast pipes, blowers, and curbs have been delivered by the contractors. The main walls of the boiler shop have been completed, and are now receiving the framing of the roof. Nearly all the machinery ordered for this building has been furnished, and is ready for setting up. The steam engine and boiler formerly used in the old coffee mill have been put in good order and readiness to set up in this shop to drive the machines for the boiler-makers, plumbers, and ordnance fitting shop.

7. *Dredging channels.*—The dredging operations during the past year consisted chiefly in deepening the channel, so as to afford 20 feet water at low tide for a distance of 800 feet from ship house No. 1, (D,) and thence to and around the dry-dock, for the purpose of launching and docking the steamer Niagara. A large amount of dredging will be necessary in the construction of the quay wall and other projected improvements. During the last year the dredging machine has been but in good working order and the scows repaired. The old machine, though valuable on account of the materials of which it is constructed, is nevertheless so dilapidated as to be beyond repair without entailing great expense.

8. *Carpenters' shop.*—The foundation for this building was commenced last year, and since then the brick work and roof have been completed. The first floor has been partly filled in; the second floor is finished, and the third or loft partly laid. The doors, windows, and stairs are nearly all finished, but are not yet in place.

9. *Oakum shop and picker.*—This building is in process of construction by the contractor, and is nearly finished. No definite arrangement has yet been perfected with regard to the machinery, but the chief engineer has been directed to have it of the best kind and on the best terms.

10. *Paving and flagging.*—The avenue opposite the smithery and portions in the vicinity have been finished. There is a very large amount of this work still required in various parts of the yard.

11. *Dry-dock pavement.*—This work has been satisfactorily completed by Mr. George A. Buckingham, who took it in charge after the contract with Mr. Horace P. Russ had been abandoned.

12. *Timber and knee-dock.*—The expenditures under this head have been for the repairs of the engines and boilers of the steam dredging machine and pile driver.

13. *Filling in low places.*—In this important part of the navy yard improvements very little has been done this year, the funds being early exhausted. In the space between the boiler shop and timber shed a large quantity of filling is indispensable, the stability of these buildings being endangered by the want of firmness in the ground around their foundations.

14. *Repairs of all kinds.*—During the past year extensive repairs have been put upon many of the buildings, sheds, ship houses, docks, wharves, and fences, and due regard has been paid to their preservation and the protection of the public property. The amount expended upon the foregoing objects during the past fiscal year is the sum of \$298,942 89.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: Reservoir, stables, flagging on Flushing avenue, yard fence, water-closets, paving and flagging, repairs of cob-dock, dry-dock, lightning rods, quay wall, completing engine house, foundry, machine and boiler shops, smithery, saw mill, carpenter's shop, and timber shed; for heating plumber's and block shops and receiving store; dredging channels; additional machinery for foundry, boiler shop, smithery, and coffee manufactory; for filling

in new purchase, and for repairs of all kinds, amounting in the aggregate to \$435,072.

1. *Reservoir*.—The steam engines for the use of the yard will require, according to the calculations of the chief engineer having them in charge, a supply of fresh water far beyond that at present available for the purpose. The use of salt water is not only destructive to boilers but requires a greater consumption of coal, and the loss thus occasioned would in a short time be more than equivalent to the cost of the new works herein proposed for furnishing an abundant supply of fresh water. These consist, first, in a well bored to the gravel, which, at the point selected, will probably be reached at about eighty feet from the surface; an iron cylinder of five feet diameter will completely exclude all quicksand, surface springs, and salt water, and there is every reason to believe that the copious streams which underlay this section, will furnish an unlimited and never failing supply of fresh water. Second, of a reservoir to be built over the well; this is designed to be octagonal in form, with a diameter of fifty feet, resembling those already erected in the yard. The tank of a capacity of 200,000 gallons, to be of boiler iron, diminishing in thickness from the bottom to the top, and resting on girders supported by four iron columns about the centre, and at the circumference by substantial walls. The best location for this reservoir is opposite the east end of the engine house, and south of the dry-dock, which point is at no great distance from any of the boilers; the saw mill and boiler shop are about equidistant from it. This position is also favorable in two other points of view—one, that in an emergency, vessels in the dry dock may be immediately supplied with fresh water, and another is that the foundation of the dry-dock would probably be in a great measure relieved from the enormous pressure of water which is threatening its stability, and which has already raised the heavy mitre sills from their beds, and may yet lead to serious consequences.

2. *Stables*.—This appropriation is much needed, as the present yard stables are miserable old shanties, insufficient to accommodate the cattle and horses required to meet the demands for hauling timber, stone, and other materials and stores at this important station.

3. *Flagging on Flushing avenue*.—This avenue has been graded and paved by the city of Brooklyn; curb-stones have been set and the government is expected to flag the walks along its property, as other property holders are required to do by city regulations. This would be but just.

4. *Yard fence*.—This item is for enclosing a portion of the government property which is now exposed to depredation, and is considered necessary and important.

5. *Water closets for workmen*.—The privies for the accommodation of the workmen are located at a great distance from some of the shops, and much time is consumed by the men in passing to and from them. To avoid this great loss of time it is proposed to place convenient water closets in some of the workshops, and it is believed much economy will result from the arrangement.

6. *Paving and flagging*.—The soil of the yard is of such a nature that in wet seasons the hauling of heavy loads is very difficult, and

it is desirable that small appropriations should be annually made until all the principal roads are well paved and gravelled.

7. *Repairs of cob dock.*—On the south side of the property known as Block island, there are three slips for the accommodation of vessels; the water in front of the yard being very limited, these slips are of much importance, affording berths for vessels in ordinary, which would otherwise greatly interfere with those undergoing repairs, or receiving or delivering stores. Their maintenance in a proper state of repair is, therefore, an object of considerable importance.

8. *Dry dock.*—The amount asked for this object is for stopping leaks from springs below the foundation; painting and cleaning gates and machinery; cleaning culverts and such incidental repairs as are necessary to keep this important work in good condition for use.

9. *Lightning rods.*—Several of the buildings in the yard are yet unprovided with these essential appendages, and an estimate is submitted for that important object.

10. *Quay wall.*—An estimate is submitted for extending this work 200 feet. This is regarded as one of the most important objects of improvement. The old line of wharf is in a very dilapidated condition, and the stone facing should be extended along the whole front as soon as the nature of the work will admit. When the new purchase is filled in and improved, it will be a vast accession to the yard, and add greatly to its capacity for supplying the wants of the large number of vessels which generally centre here. Before these improvements can be accomplished, it is necessary that the water-front be secured by a good, permanent stone wall; and this appropriation is, therefore, strongly urged.

11. *Completing engine-house.*—For this object a small amount is asked for the galleries, and for providing a heating apparatus and pipes. The iron floors in this building are exceedingly uncomfortable for the workmen in cold weather, and it is proposed to cover them with thin plank.

12. *Completing foundry, machine and boiler-shops, and smithery.*—The amounts asked for these objects are for foundations for cranes; railroad and cars from foundry through smithery; apparatus for warming the buildings; foundation for steam-hammer; framing to support cranes, and for painting—all important and necessary objects.

13. *Completing saw-mill.*—For this building there are required repairs to the saw-gate foundation; pipes and apparatus for warming, and the completion of the machine for hauling up the logs. The amount asked is small, but very necessary to complete the establishment.

14. *Completion of carpenters' shop.*—The amount asked for this building is to supply a deficiency in the amount appropriated, arising, in part, from an insufficiency in the original estimate, and, perhaps, a want of closer supervision in its construction, as well as the increased cost of materials and labor since the estimate was made. The building is now nearly completed, and will soon be ready for occupation.

15. *Timber-shed.*—The cost of this building has also greatly exceeded the original estimate, chiefly from the great and unexpected difficulty encountered in securing a proper foundation, and, perhaps,

in part for want of care and attention in its superintendence. The building is now nearly covered, and will soon be ready for the storage of timber.

16. *For heating plumbers' and block-shops and navy store.*—The amount asked for this object is for pipes and heating apparatus for these buildings, thereby dispensing with stoves and open fires, and securing the comfort of the workmen and other occupants, and adding much to the safety of the public property.

17. *Dredging channels*—The constant accumulation of deposits in the channels and around the wharves renders it indispensably necessary that the dredging-machine should be frequently employed to preserve a sufficient depth of water for heavy ships passing to and from the dry dock. This item is one of the first importance.

18. *Machinery for foundry, boiler-shop, smithery, and coffee manufactory.*—These establishments are but partially provided with machinery for their operation; but to render them efficient and capable of meeting the demands which will be made upon them, additional tools are highly necessary; indeed, unless the establishments are furnished with full and complete sets of tools, the usefulness of the expenditures already made will be diminished.

19. *Filling on new purchase.*—This item is of great importance, and cannot be too strongly urged. The present available area of the yard is quite limited, and, in the execution of the large amount of work required at this station, much inconvenience is often experienced for want of working space. The working ground will not accommodate any new buildings, and is, perhaps, now too much crowded. The new purchase, when filled in and properly graded, will furnish ample accommodations for all the wants of the service at this station.

20. *Repairs of all kinds.*—The amount asked for this object is necessary for the annual repairs of the ship-houses, workshops, timber sheds, storehouses, docks, wharves, fences, &c.

PHILADELPHIA.

The works which have been completed at this yard during the past fiscal year are, new roof and extension of ship-house F, and new roof to ship-house G.

On these objects there has been expended for labor \$5,347 42, and for materials \$3,110 55, making an aggregate of \$8,457 97.

The works which have been in progress and are not yet completed are:

1. *Dredging.*—The dredging-machine has been in operation in front of the dock basin and along the wharves, and by it about 12,000 cubic yards of mud have been removed. There is now at the point where the floating dock is operated 38 feet, and generally in front of the wharves 30 feet of water at ordinary tides.

2. *Floating dock.*—The perishable materials of which this dock is constructed became even less durable than they would be under ordinary circumstances, from the nature of the exposure to which they are subjected, and, as a consequence, to keep it in good working order the utmost vigilance and frequent and expensive repairs are necessary.

The dock has done good service, is a valuable acquisition to the yard, and, though an expensive appendage to keep in repair, is worthy of the care of the government.

3. *Repairs of all kinds.*—Such repairs have been put upon the various buildings, docks, wharves, &c, as were necessary for their preservation and the proper protection of the public property.

The amount expended on these objects during the year is \$31,845 65.

Plans and estimates are submitted for the fiscal year ending June 30, 1858, for the following objects, viz: Addition to smithery, addition to engine-house, repairs to floating dock, dredging channels, and for repairs of all kinds; amounting to \$73,065. An estimate for the extension of the yard is also submitted.

1. *Addition to smithery.*—The smithery at this yard is entirely too small to meet any unusual demand for work. During the last summer it became necessary to have a large amount of work done outside of the yard, at much higher cost than in it; the present shop being insufficient to accommodate the number of workmen required to execute the work in proper time. It is therefore proposed to add 40 feet to the present building, which, though not so much as is desired, is all the space that can well be spared from the limited area of the yard for the purpose.

2. *Addition to hydraulic engine-house.*—The extension of this building will add greatly to the convenience of the yard, without loss of space available for other purposes. By this arrangement an increased amount of work can be performed by the dry dock hauling engine, when not employed in taking ships on and off the railways.

3. *Repairs of floating dock.*—The estimate for this object is not more than prudence would dictate to keep it in efficient working order. In view of the perishable nature of the materials of which this structure is composed, it is deemed economy at once to replace that portion of the sections most exposed to the action of the water, sun, and ice, by the substitution of a more durable material; and to that end it is proposed to construct six iron floats in place of those of wood now in use.

4. *Dredging channels.*—The amount asked for this object is indispensable for the preservation of a proper depth of water for operating the floating dock, and for maintaining berths at the wharves for heavy ships.

5. *Repairs of all kinds.*—The necessary annual repairs to the various storehouses, workshops, offices and other buildings, docks, wharves and fences, will require the full amount asked for under this head.

Extension of yard.—For many years past great inconvenience has been experienced at this yard from the very limited area enclosed within the walls; and since the construction of the floating dock, basin and railways, the large space occupied by the railways has become almost useless for other purposes. Several buildings are much needed in the yard, but there are no sites for them, and it is proposed and strongly urged that an appropriation should be made to purchase more land. If this station is to be maintained, it is important that it should be put upon a scale and in a condition to meet the demands of the service which may be made upon it, which cannot be done with the present insufficient area. Property conveniently situated on the

south side of the yard can be purchased, and it is hoped that Congress will avail of the present favorable opportunity for procuring it.

WASHINGTON.

The works which have been completed at this yard during the past year are marine railway, filling north of ordnance building, lining walls of slip, grading and filling, and fire-engine house, upon which several objects there has been expended for labor \$7,171 73, and for materials \$887 80; amounting in the aggregate to \$8,059 53.

The works which have been in progress, but are not yet completed, are:

1. *Extension of boiler-shop and conversion of old ordnance to machine shop.*—The work upon these objects has progressed rapidly during the past fiscal year. The west front of the building, 432 feet long and 65 feet wide; the south wing, 121 feet long and 65 feet wide; and the north wing, 135 feet long and 80 feet wide, are under cover and ready for occupation as soon as the necessary machinery is provided. In this establishment we have on the ground floor a room 216 feet long and 65 feet wide for a machine-shop for heavy tools, a fitting-up shop 135 feet long and 80 feet wide, with a gallery 12 feet wide extending all around; also a smithery 337 feet long and 65 feet wide, with provision for 68 forges, three small trip-hammers and a chain-cable proving machine. In the upper story are two rooms for machine-shops to accommodate light tools; one of these rooms is 216 feet long and 65 feet wide, and the other 337 feet long and 65 feet wide.

The boiler-shed, 97 feet long and 42 feet wide, and the large stack 145 feet high for furnishing draught for the boiler furnaces and forge flues have been completed and are ready for use. Connected with this stack there are about 900 feet of underground flues completed for conveying the smoke from the smithery forges to the stack. These flues appear perfectly tight, and it is believed will accomplish the desired object in a satisfactory manner.

2. *Steam-engine and machinery for ordnance building.*—During the past year some additions have been made to the amount of machinery in this building, and, in making the selections, care has been taken to purchase none but the best quality of tools. The department is now in good condition, and capable of turning out a large quantity of work at short notice.

3. *Quay-wall.*—This work has progressed satisfactorily, and would have been completed but for the delay in procuring the fender piles at a proper time. The severity of the past winter and the long continuance of ice in the river rendered it impossible for the contractor to deliver the timber when wanted. It has since been received, and the work will be completed this fall. About 1,200 lineal feet of wall have been built and completed, except the fender piles.

4. *Dredging channels.*—The dredging-machine has been actively and profitably employed. A passage has been cut for launching the steamer Minnesota; the channel along the wharves on the south side of the yard has been cleaned out and deepened, and an extensive bar between the navy yard and the main river, supposed to have been

formed by the fragment of the wreck of an old ship which was blown up some years since in experimenting with Colt's apparatus, has been removed. This machine is very efficient when in good condition, but now requires extensive repairs.

5. *Steam-hammer and slotting-machines.*—The steam-hammer has been completed and set up ready for use as soon as the necessary boilers are procured. One small slotting-machine has been purchased, and considerable progress made towards the construction of a very large one. The funds allotted for this object have been exhausted, and the machine is not yet completed. The reasons for the insufficiency of the allotment are, first, that the amount allotted was \$1,000 less than the estimate; and second, that the foundations required by the contractors for the hammer and anvil were of a much more expensive character than was contemplated when the estimate was proposed.

6. *Forge-shop.*—The walls of this building were completed last autumn, since which time the work has been suspended in consequence of the failure of the contractor to supply the materials for the roof. The timber had been procured last summer, and was at Portsmouth, ready for shipment in ample time, when the appearance of yellow fever at that place rendered it impossible to obtain vessels for its transportation to this yard.

Although the failure of the contractor to deliver the timber at the time specified has caused much disappointment and delay in the completion of the building, it is evident that he made every possible exertion to comply with his engagements, and that he was prevented from doing so by causes beyond his control. The materials are now all in hand, and the building will soon be completed.

7. *Shoring ways.*—This object has been completed, with the exception of a small amount of filling and capping for the walls, for which the amount of unexpended balance is ample.

8. *Pavements, drains, and gutters.*—During the past fiscal year about 8,000 square yards of pebble pavement have been laid, the benefits of which have been fully realized by furnishing easy transportation for heavy materials over roads which before were at times almost impassable. There is now on hand material for about 12,000 square yards of additional pavement.

9. *Raising roof of brass foundry.*—An additional story has been put upon this building, making it on a level with, and conforming to those adjoining. The appropriation being sufficient to put an iron roof on this foundry instead of wood, as at first contemplated, one consisting of an iron frame, covered with slate, was ordered from Merrick & Sons, which has been completed and erected. This roof appears to be an excellent job. The building is now occupied, and the additional elevation has added greatly to the comfort of the workmen; and as there is now a ventilator in the roof, extending over the whole length of the foundry, the deleterious gasses pass off freely, whereby it is believed that most of the bad effects upon the health of the men will be obviated. The work is completed, except painting and some little repairs to the crane, steps, &c., for which there are sufficient funds remaining.

10. *Reservoir.*—A reservoir, capable of containing 120,000 gallons

of water, and provided with a filtering apparatus, has been erected on the most elevated part of the yard, having sufficient height to supply the officers' quarters and the different workshops. A line of pipe, from one of the Worthington pumps, is connected with this reservoir, so that an abundant supply can at all times be procured from the river. Lines of service pipes are yet to be laid to convey the water to the different points where required, and, when completed, this will be a valuable acquisition to the yard, as at present most of the water used for drinking purposes is hauled in barrels, from a spring outside the yard, at a considerable distance.

11. *Gas pipes and fixtures.*—Twenty-three outside lamps have been erected, and the gas introduced in the different quarters—at all of which points it has been in use since July, 1855. Much annoyance was experienced during the last winter, from the inferior quality and inadequate supply of gas, both of which were ascribed by the company to the extraordinary severity of the weather.

12. *Repairs of all kinds.*—Under this head such repairs have been put upon the different workshops, furnaces, machinery, wharves, roads, fences, quarters, &c., as a due regard for the protection and preservation of the public property and the comfort of the workmen rendered necessary. The amount expended during the year upon the above objects is, for labor, \$66,127 33; and for materials, \$68,763 12; amounting in the aggregate to the sum of \$134,890 45.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: Completing large slotting-machine; wall west side of yard, (540 feet); covering and filling space inside of wall; wall east side of yard, (348 feet); grading and filling; dredging channels; muster office; machinery and tools; repairs of all kinds—amounting in the aggregate to the sum of \$138,338. An estimate is also submitted for extending the yard, amounting to the sum of \$121,512.

1. *Completing large slotting-machine.*—The amount asked for this object is to cover a deficiency in the appropriation before alluded to. The machine is in a state of forwardness, the castings are all made, and but a small amount is required to put it in operation.

2. *Wall west side of yard.*—The present enclosure on the west side of this yard is an old wooden fence, much decayed, and affords no protection against evil-disposed persons, who may at any time during the night effect an entrance and do serious damage to the public property. This fence is not on the proper boundary line, but some sixty feet within that line; and it is proposed to erect the new wall upon the true line, and thus enclose a space 540 feet long and about 60 feet wide, which is at present useless.

3. *Covering and filling space inside of west wall.*—If the amount estimated for the west wall is granted, an appropriation to cover and fill the space enclosed by the new wall will be necessary to complete that portion of the yard, and render it available for useful purposes.

4. *Wall on east side of yard.*—The enclosure on the east side of the yard, from the south end of the ship-house to the end of the pier, is of the same character as that on the west side, being an old, dilapidated board fence, affording no protection against those who may be dis-

posed to enter the yard at night for evil purposes, or against those who may design to pass out copper or other valuable articles from within. This improvement is regarded of much importance, and the appropriation is strongly urged.

5. *Grading and filling*.—Small appropriations have heretofore been made for this object, the expenditure of which has been of great benefit to the yard. There are yet many low places around the new buildings, and at other points, which require filling up; and this object is considered of much importance, adding greatly to the conveniences and facilities for the transportation and stowage of materials, while it will contribute to the improvement of the health of those employed and living in the yard.

6. *Dredging channels*.—An estimate is submitted for maintaining the dredging-machine in operation in cleaning out the channels around the yard. This machine is a good one, and should always be kept in order; and if the proposed improvements on the west side of the yard are sanctioned and provided for, the mud excavated from the channels will furnish all the filling that will be required for those objects.

7. *Muster office*.—The want of a proper and convenient place for mustering the workmen is a source of great annoyance at this yard. At several yards suitable houses have been built which afford shelter and protection during bad weather, while here the workmen are mustered at the gates, by which arrangement large bodies of men are collected twice during the day at great inconvenience; besides, the men are obliged to stand in the street without shelter, exposed to the sun and bad weather, until the proper time arrives for calling the roll. The plan of the building proposed provides offices for the clerk of the yard and his assistant, with rooms above for the constructing engineer, his clerk and draughtsman, and on either side a covered porch for the accommodation of the workmen. Its location should be central, so that the men, after answering to their names, may repair to their respective workshops with as little delay as possible.

8. *Machinery and tools*.—This yard is very deficient in means for landing and shipping heavy articles, there being but one small crane on the whole water front, and this not capable of lifting with safety a weight exceeding five tons. An estimate is submitted for the purchase of two additional iron cranes, each capable of lifting ten tons, and of a pattern similar to some furnished for the Norfolk yard. These cranes will be found extremely useful, and are deemed highly necessary.

The faggoting hammer now in use is very inefficient, often out of order, and requires a large expenditure of steam for its operation. A much better, more efficient, and economical hammer has been patented by J. Watt, of Boston, and several of them are in operation, and are highly recommended by those who have adopted them. It is proposed to remove the present inferior hammer, and substitute one of Watt's patent of the same weight.

In the new smithery it is desirable to erect three small trip-hammers to be driven by belts. These hammers will be found most valu-

able appendages, and will add greatly to the facilities for forging medium-size work. An estimate is submitted for the purchase of three different sizes. An estimate is also included for the purchase of iron forges, which are simple, convenient, and durable.

No provision having yet been made for machinery for hauling up vessels on the marine railway, an estimate for that object is presented. The use of capstans and falls in hauling up vessels is tedious and expensive as well as dangerous, and the operation will be much expedited by the introduction of machinery and steam power.

Planers' lathes and cranes are much wanted in the machine-shop, foundry, and plumbers' department, and an estimate is presented for purchasing additional tools of this description, and for moving the machinery into the new building.

9. *Repairs of all kinds.*—The demands upon this fund at this yard, where there are so many furnaces and so much machinery in constant operation, and frequently requiring repairs, must necessarily be numerous and heavy. The amount estimated will be required for the repairs of the ship-houses, workshops, and storehouses, quarters, furnaces, machinery, wharves, roads, fences, bridges, lamps, and other miscellaneous objects.

10. *Addition to yard.*—For several years past estimates have been submitted for extending the area of this yard, and the necessity for the enlargement becomes daily more apparent. The present boundaries enclose an area entirely inadequate for the erection of the buildings and other improvements necessary to accomplish the work contemplated here, unless the buildings are crowded together in an unsafe and inconvenient manner. Around the foundries and machine-shops a large space is indispensable for the stowage of flasks, iron, old boilers, and machinery, which, although useless in their then condition, are valuable as materials to be converted into other forms. The water front is so limited that great inconvenience is often experienced for want of room to discharge vessels bringing supplies to the yard; and when naval vessels are occupying a part of the water front, this difficulty is greatly increased.

It is believed that the most judicious and economical plan of extension is to make all the enlargement on the west side of the yard by purchasing all the property between it and the east side of Third street. Adjoining the yard on the west is an extensive creek, which, in its present condition, is doubtless a nuisance, and must have a very injurious effect upon the health of those residing in its vicinity. If purchased by the government, a good portion of it would probably be appropriated for ordnance works, where an establishment of this sort will always be kept under the eye of the government; and when filled up would add valuable ground, now much needed, and contribute greatly to the health of the neighborhood.

This creek extends to Fourth street, and between Third and Fourth the land is high, and from it may be obtained a large amount of excellent filling for the low grounds in the yard. The water in front of this property is deeper than at the present yard, and there are good wharves already constructed and in daily use.

Another reason for this extension is, that it is extremely desirable

that the buildings appropriated for ordnance works should be located as far as possible from other buildings, such as foundries and machine-shops, where heavy and constant fires are kept. At times large quantities of combustible and explosive articles are collected in the ordnance building, and its close proximity to the foundries renders it at all times liable to accidents, which would be probably attended with serious loss of life.

Three years since application was made to the proprietors of this property for the terms on which they would relinquish their rights to the government, and it was ascertained that the property on the west as far as Fourth street could be obtained for the sum of \$31,511 86. Recently an effort has been made to ascertain the price at which the property between Third and Fourth streets can be purchased; but in consequence of the refusal of some of the proprietors to name a definite price for their property, it has been found impossible at present to obtain more than an approximate estimate. Judging, however, by the value put upon most of the lots by the proprietors, this property can be purchased for about \$90,000.

Under the full conviction that the public interest will be greatly promoted by this purchase, the estimate is submitted and an appropriation strongly urged.

NORFOLK.

In consequence of the prevalence of the yellow fever at this station during the last summer, no report was made of works completed, and consequently this report will embrace the works completed during the last two fiscal years. They are—

1. *Culvert for draining saw-shed.*—This work serves fully the object contemplated by its use in thoroughly draining the saw-pits in the burnetizing building, and adds considerably to the supply of fresh water in the timber dock. It is built of brick laid in hydraulic cement, and rests upon a plank foundation.

2. *Timber dock.*—This work was reported nearly completed in the annual report for the fiscal year ending 30th June, 1854, and was finished soon after the date of that report. Nothing has been expended upon it during the last year.

3. *Extension of ship-house B and shed over slip No. 48.*—This object was also completed in December, 1854, and there has been no expenditure upon it during the past year. The new steamers "Roanoke" and "Colorado" were built under these buildings.

4. *Storehouse No. 14.*—This work has extended much beyond the original designs; and having been turned over to the exclusive use of the Bureau of Provisions and Clothing, was found to require an especial fitting-up for that purpose, and the building is now temporarily occupied for the stores of that department.

5. *Reservoir west of No. 14.*—The location of this object was at first proposed within the square formed by buildings 13, 14, 15, and 16, but subsequently the present site was selected as preferable. It will contain about 124,000 gallons, and is supplied from the roofs of Nos. 14 and 16. When full, it affords a head of about 14½ feet above the grade of the yard. It is supplied with pipes which lead to the

wharf at the masting shears, between ship-houses A and B, and furnishes means for watering ships with the greatest facility without the necessity of a resort to lifting power. Hydrants have also been arranged at various points in connexion with the reservoir for the service of the yard, which contribute materially to the safety of the buildings in case of fire.

6. *Fixtures for lighting yard with gas.*—This object was so far advanced towards completion in January, 1855, that the lighting of the yard by it was then commenced. Some few details have since been added to those undertaken and completed by the contractors, and its final completion is now reported, notwithstanding it has been in constant use since the above date. Upon these several objects there has been expended during the year, for labor, \$16,320 68; and for materials, \$15,436 84; making an aggregate of \$31,757 52.

The works which have been in progress during the past year, but which are not yet completed, are:

1. *Launching slips and extension of quay walls.*—Up to this date the work upon this object, which is now confined to the line of quay wall commencing at the entrance of the timber dock on the south side thereof, has steadily progressed, except during the season of the epidemic of last year, and the foundations have been laid and completed for a distance of 255 feet from the abovenamed starting point. The masonry upon 120 feet of this distance, including the buttresses, has been laid up to within $1\frac{1}{2}$ foot of the top of the coping; another portion of 45 feet has been laid up nearly to low-water mark, and the balance of the prepared foundation will be ready in a few days for the reception of masonry. A very large portion of granite for this work has been hammered for laying, for which it is now ready.

2. *Sheds and machinery for saw-mill and setting up engine, boilers and machinery.*—This object is so far completed that it is now ready for trial with the saws, and will be turned over to the proper department for use in a few days. Some few fixtures will be further required to render this mill complete, such as the completion of the hauling-up gear for the third saw, the apparatus for hauling up timber landed at the yard, (by which means the use of cattle will be dispensed with,) and an additional circular saw for cutting slabs, &c.

3. *Foundry, boiler and machine shop, and tools for the same.*—These headings constitute the founding and machine establishment, and the several details as therein named have progressed with the most satisfactory results from their commencement. As in the case of other improvements in the yard, the progress of this was impeded by the epidemic of last year; but by the energy of the master mason, Mr. Herbert, it was not suffered to stop. He succeeded in keeping a small gang upon the work, and the large moulding pit and the cylinder pit were nearly finished in that season. Since the general resumption of business, a large force has been employed on this establishment, and the piling foundations and almost the entire masonry for the foundry have been completed; the walls are now within a few feet of the square, and will be ready for the roof in three or four weeks. The chimney, 116 feet high, with a flue of 16 square feet, is finished.

The master machinist reports that all the tools now under contract

have been delivered, with the exception of the large spliver, and one half of them set up. The driving shaft in the north wing, and in the main portion of the second story, is completed, and that in the south wing is about two-thirds up. The work of a traveling crane in the erecting shop, or north wing of the machine shop, is commenced, and the castings for a new engine for this establishment have been furnished, and commenced in the fitting up. All the designs for the machinery and fixtures in the foundry have been completed, the principal portions of the cupola castings made, the blowing fans received, and the hoisting gear of three of the foundry cranes ordered; and it is believed that the foundry will be in a condition for operations in casting during the next winter.

The work on the boiler and forge shops, making a part of this establishment, has just been commenced; the excavations are completed, the foundation masonry is commenced, and a large portion of materials of all kinds have been received.

4. *Dredging channels and filling low grounds.*—The work has progressed in the usual manner, the channel along the yard has been deepened, a large amount of excavation performed in the canal No. 42, leading to the foundry, and the mud excavated has been used in filling up low places in various parts of the yard.

5. *Reservoirs for rain water.*—Under this head are included two reservoirs, one of which, with a capacity of 90,000 gallons, is located at Fort Norfolk. This has been completed so far as the masonry is concerned, and the service pipes are now being prepared for conveying water to the end of the wharf at that point for supplying ships. The guttering of the magazine is in progress and will soon be completed, and in a few weeks this reservoir will be ready for receiving water. The other reservoir, of about 128,000 gallons capacity, is located in the yard near the burnetizing house and timber sheds No. 32 and 33. The sheet piling has been driven for this, and one fourth of the excavation executed.

6. *Engine for dry dock.*—The engine and new pumps for this object were furnished and set up by contract, the government to execute all the masonry and carpentry. The work has been got up in excellent style, and is so far advanced towards completion that it is believed the machinery will soon be ready for operation.

7. *Carpenters' shop.*—The masonry for the foundation of this building has been laid, including the hammered tablet course, and in a few days will be ready for the brick work. The joinery is well advanced; the first story window frames are completed and the second story frames are nearly so; the dormer window frames are commenced and the roof is partly framed. The doors are also partly made, and the whole work is in good progress, and the building will be completed in about six months should there be no delay in the delivery of materials.

8. *Scows, landing cranes and derricks.*—The appropriation under this head has been applied to the objects specified, except that no new scows have yet been built under it. Several new derricks required for the various buildings have been built, and two large camels or lighters have been constructed; also, contracts have been made for the

delivery of two large landing cranes—articles much needed for landing and shipping heavy materials. The repairs of several scows have been charged to this appropriation in consequence of the exhausted state of the general repairs fund.

9. *Steam boxes and boilers and pitch house.*—Nothing has been done under this head except to contract for their materials, a small portion of which has been delivered.

10. *Repairs of all kinds.*—Under this head several important changes in old and inconvenient arrangements have been made with great advantage in comfort and economy. At the smithery a new boiler-house has been built, and the boilers removed from the finishing shop of this establishment, which has given a considerable space for the workmen and machinery and rendered the premises both safer and more convenient than before. A large lime and cement shed, which was much needed, has been put up and is now in use. The western gateway has been widened and a large extent of the yard wall has been repointed.

Ship-house A has been repaired and thoroughly painted, as well as several other buildings. The walls of the timber dock have been repointed, and the masonry, generally, on the yard has been extensively repaired. The sail-loft has been improved by the addition of important fixtures, especially a large platform for the storage of sails. The old sewer has been found insufficient during sickness, and a new one has been laid.

The above constitute the larger items under this head; but extensive repairs have been made in addition, as building chimneys to the mast-house, repairing the various quarters, scows, lighters, batteaux, plank walks, bridges, buoys, fences, &c., and general whitewashing.

Upon these various items there has been expended during the past fiscal year for labor \$119,155 96, and for materials \$93,363 64, making an aggregate of \$212,519 60.

Plans and estimates are submitted for the fiscal year ending June 30, 1858, for the following objects, viz: For continuation of quay-wall and dredging; extension of boiler and forge shop; timber sheds, Nos. 17 and 18; ship-house No. 48; victualling establishment and purser's storehouse; furnaces, cranes, and tools for foundry; shed for storing spars; for excess on ship-house B and shed No. 48; excess on storehouse No. 14; excess on repairs of all kinds; completing dry-dock engine; for completing carpenters' shop, and for repairs of all kinds, amounting in the aggregate to the sum of \$383,112.

1. *Continuation of quay-wall and dredging.*—This important work is now in progress, and with the present acquisition of improved facilities and experience in this kind of work, it is confidently believed that hereafter this object will be prosecuted with greater despatch and economy than heretofore. The importance of more wharf room is becoming more and more apparent at this station, and it is highly necessary that this line of wall should be extended as fast as circumstances will permit. The estimate is for the continuation of the wall two hundred feet beyond the point to which it is expected the appropriation asked for last year will complete it. In connexion with this

work a large amount of dredging is necessary, and a portion of the amount asked for is for that object.

2. *Extension of boiler and forge shop.*—This item is for extending this shop, which the wants of the work at this yard require.

3. *Timber sheds Nos. 17 and 18.*—The necessity for the erection of more buildings for the storage of timber is much felt. A large portion of the stock now in the yards is not housed at all, and another portion is temporarily covered by rough and insecure sheds. The present designs are arranged in two stories for the purpose of extending the convenience of these buildings by providing room and facilities for other objects besides the storage of timber, the economy and propriety of which arrangement will be readily seen and appreciated.

4. *Ship-house No. 48.*—A temporary shed was erected upon this site for the protection of the steam-frigate "Colorado" while under construction, and, being designed only for an urgent occasion, it was not constructed in a manner to justify a further dependence upon its use. The importance of this site for building large ships must be considered paramount to any other at present available on the yard, and demands a large and permanent house to cover it. The amount asked for is to commence the building.

5. *Victualling establishment and purser's storehouse.*—The wants of the service at this yard in regard to storehouses were anticipated in providing sites upon the plan for a large number of such buildings, and the present demands for storage, &c., already exceed the capacity of existing facilities. This building is much needed, and it is intended to have it so arranged that, if deemed necessary, one of its divisions may be completed as a bakery.

The object in erecting this building upon the wharf, and near the water, is for convenience of vessels in discharging and receiving supplies, and to save the transportation of stores, which always involves expense, delay, and injury to packages, and waste of materials. The north front of the building will face the wall forming the continuation of the south side of the timber dock, will also form the quay wall, where vessels bringing stores can discharge; the east front will lie parallel with the quay wall now in progress, and which, when completed, will bound the deepest water at the yard, where ships of all classes can come alongside and receive their provisions, &c., by mere handling from the store. This position will give at all times access to two sides of the building by water.

The form proposed as most advantageous for such a building and its site, is a main or south front of one hundred and ninety feet six inches, by sixty feet six inches, with two wings making the east and west fronts, returning from the main body ninety feet, and giving the whole length of these fronts one hundred and fifty feet six inches. The wings are also to be sixty feet six inches wide, leaving an extensive area between them, which is proposed to be covered with a shed for the inspection of beef and pork before reception. The building is designed to be fire-proof, of brick and iron throughout.

An important consideration to be observed in regard to this design, and the proposed site, is the *time of its commencement*. The site is now being enclosed by a quay-wall for a wharf, and if it be deter-

mined to adopt the proposed building, the piles for its foundation can be driven at the least expense, and the foundations prepared, and walls and floor laid, without the obligation of making the excavations which must necessarily be performed if these operations are deferred until the wharf is finished and the site filled in. It is therefore recommended that the piles be driven and the foundations commenced in the next fiscal year, and for this purpose the appropriation is asked for commencing it.

6. *Furnace, cranes, and tools for foundry.*—A portion of the tools for this building has been provided, others are necessary to put the establishment in complete working condition; and an estimate is submitted for that object.

7. *Shed for storing spars.*—A building for the housing and shelter of masts, spars, &c., has long been needed in this yard. The present spar shed has heretofore been in part used for this purpose; but all the space in this building is wanted for the manufacture of these articles.

8. *Excess on ship-house B, and shed No. 48.*—The excess of the cost of this work over the original estimate is accounted for by the necessity which existed for extending the length of the shed, and addition to the ship-house, beyond the first calculation, and also covering the sides of both buildings to an additional extent.

9. *Excess on storehouse No. 14.*—The excess of cost of this building over the last estimate is attributable to a large increase of labor over the calculations made by the mason and joiner, who were relied upon in submitting the last estimates for completion, this excess of labor being found in their departments.

10. *Excess on repairs of all kinds.*—This excess arose from the circumstance of large and unexpected demands upon this fund, which were of such a nature as to admit of no delay; and the good of the service required that the expenditure should be promptly made.

11. *Completing dock engine, &c.*—This engine and pump have been so far completed as to admit of their use; but a small additional appropriation is required to complete some of the foundations, and for enclosing the engine and engine-room.

12. *Completing carpenter's shop.*—The amount appropriated for this building has proved inadequate for its completion, and an additional estimate is submitted for that object.

13. *Repairs of all kinds.*—The amount estimated for under this head is for repairs of mast-house No. 28, timber-sheds Nos. 30, 31, and 32, officers' quarters, bridges, pile-wharves, dock-gates, boat-landings, scows, lighters, engines, machinery, cranes, derricks, and tools for miscellaneous repairs that may become necessary during the year.

PENSACOLA.

The works of improvement which have been completed at this yard during the past year are:

1. *Removal of old sunken caisson.*—This work has recently been satisfactorily completed under the contract made with Mr. James A.

Whipple. The obstruction that it presented to the passage of vessels has been entirely removed, and there is now a depth of water over its highest point at low tide of thirty feet. About one hundred cubic yards of rubble sandstone were taken from it and deposited at the northeast corner of the permanent wharf in such a manner as that it will guard against the undermining of that work by the current. Since the removal of the caisson the force of the current against the corner of the permanent wharf has been materially reduced, as the obstruction stood at such an angle with the wharf that it turned the current with increased velocity towards it.

The excess of expenditure on this work over the estimate was caused by the necessary repairs done on the diving-bell scow furnished by the government, according to the terms of the contract, and the procuring of materials for the work before the contract was made, the use of which was superseded.

2. *Fire-engine house*.—This building has been so nearly finished that it is deemed proper to embrace it in the report of completed objects. The materials and labor have been found to cost a little more than the amount estimated, and it is therefore necessary to ask for a small amount to cover this excess. The amount expended on these objects during the past year is \$13,818 66.

The works which have been in progress during the past year, but which are not yet completed, are—

1. *Permanent wharf, deep basin and dredging*.—The construction of these works progressed without interruption until the general suspension of work in April, 1856, in consequence of the appropriations being exhausted. The following work has been done, viz: preparing foundations for the west wall of the deep basin, and continuation of the wharf west of said basin; finishing the east wall and building on the west wall thereof, and finishing the dredging and driving and sawing off the foundation piles for the breast-wall coping.

There has been dredged since the 1st of July, 1855; 12,300 cubic yards of sand and mud in 18 to 35 feet of water. 392 sheet, foundation, and stage piles have been driven into the sand and mud bottom 20 feet on an average, nearly all of which have been sawed off at a proper depth to receive concrete foundation; and 1,658 cubic yards of granite and concrete masonry have been laid.

About 7,000 cubic yards of sand have been deposited behind the east wall of the deep basin, which wall is now completed. About 3,000 yards of filling in is yet to be done behind the east wall before the paving can be done.

The lower course of masonry of the west wall of the deep basin has been advanced to within 60 feet of the outer angle. All the sheet and foundation piles for the west side have been driven and cut off ready for the concrete foundation, and the foundation piles driven and most of them cut off for 80 feet on the line I, K. A large new pile-driver scow has been built and put in operation, and extensive repairs have been put upon the excavator.

The work of preparing the foundation for the west side was delayed and rendered more expensive than was anticipated by several causes. The large dredge requiring too much room for working, the excava-

tor had to be used for removing sand and mud on the site of the foundation toward the middle and lower end of the west wall. After the back stage piles were driven, and before driving the foundation piles, several accidents and breakages occurred in the machinery of the excavator, and its boiler also gave out soon after putting it at work. The repairs, and obtaining new castings which were necessary, caused much and unavoidable delay in the work.

After dredging to any depth below the natural bed of the bay, the mud soon settles in any holes or depressions; the south end of the line of the west basin wall being in 30 feet of water, and its foundation in 33 feet of water, back from the current and in an eddy, a great quantity of black mud, very heavy, offensive, and difficult to handle, settled upon it after dredging, and before the foundation piles could be driven and cut off, the careful removal of which caused much delay and embarrassment as well as expense.

Great benefit and economy, however, were found in using submarine armor in removing the sand and mud, as well as in sawing off the foundation piles. The removal of heavy machinery from the east to the west side of the basin was an expensive work, and portions of the machinery were necessarily out of use for some time. Nearly all the foundation piles for wall, standing in 30 feet of water, have been driven and cut off, and the remainder of the wall I, K, and also the 200 feet of extension of granite wharf, being in only 24 feet of water, no inconvenience is anticipated in preparing their foundations. But for the unavoidable delay in preparing the foundation of the west wall of the deep basin, the amount of masonry laid during the nine months of the past year, in which the works were carried on, would have been fully equal to that laid in any nine months of the year preceding; and it is confidently believed that during the next fiscal year, the difficulties in foundation having been overcome, a much larger amount of masonry can be laid than in any year previous since the commencement of the work.

From the causes above given, and also a considerable advance in the rates of wages for labor, and the fact that the contract prices for a large portion of the materials received and engaged for this work are much higher than the estimated cost of them, and much of the machinery being worn out requiring to be renewed, also that there will be a heavy extra outlay consequent upon the late suspension of work, and a recommencement with new and inexperienced hands, in many cases, the cost of completing the work will be much greater than was anticipated at the time of making the estimates—which estimates, furthermore, prove to have been very much too low.

2. *Extension of machine shop, smoke-stack, &c.*—The building for the steam-engine and boilers has been completed during the past year by putting down plank floors in the engine-room and the second story, laying a brick pavement in the boiler-room, putting in doors and windows, painting, &c. The necessary copper pipes and connexions have been made and applied to the engine and Worthington pump. The material to complete the extension and the smoke-stack have been received; the stack is built up to the height of 86 feet, and would have been finished long since but for the default in the delivery of materials,

which were only received a short time before the recent suspension of the work.

3. *Mooring anchors, &c., for floating dock.*—Thorough repairs have been made on the dock, and a level floor, or workmen's platform, caulked water-tight, put into it, which greatly increased its lifting power. The sides of the dock, in and out, have been also thoroughly repaired, where necessary, caulked, and covered with a mixture of raw turpentine and linseed oil. The side windows, except one at either end of each side, have been planked up, whereby the dock is stiffened longitudinally, and its liability to leakage diminished. Alterations have been made in the end gates by taking off the arches, which were heavier and wider than necessary, and substituting lighter ones; also by bracing and strengthening the timber framing of the steam-engine and apparatus, building new iron smoke-stack, and putting new bulk-heads in tanks.

The dock is now believed to be in a better condition than at any former period. The United States sloop-of-war *Saratoga* was taken up by it in March last, her bottom examined and repaired, and all done in a satisfactory manner. The mooring anchors, chains, &c., for the dock have all lately been received.

4. *Coping for dock basin, filling in and paving.*—Nearly all the coping has been removed from the dock basin walls; a suitable backing of rubble masonry has been put in behind the entire length of the east wall, and 132 lineal feet of west wall, and two 18-inch courses of granite and concrete masonry laid on the same. Also 76 lineal feet of coping laid on south end of east wall; in all, 619 cubic yards of masonry laid within the past year. On commencing this work it was found necessary to put in a heavier backing behind the walls than was anticipated in making the estimate; this, and a considerable advance in the cost of labor, will make the expense of raising and coping the walls somewhat overrun the estimated amount.

5. *Repairs of cisterns.*—The amount expended under this head during the past year has been for repairing the roofs of cisterns Nos. 14 and 26, lining up the walls, and other improvements in No. 14, and for repairing cocks, &c.

6. *Water-pipes to permanent wharf.*—The cast-iron pipes for this work have been received, and will be laid down as soon as the grading back of the south face of wharf is sufficiently advanced, the crossing at the marine railway completed, &c.

7. *Pitch and oil houses.*—The materials for these buildings have been received, but the work is not yet commenced, the proper sites for them being at present occupied by other objects.

8. *Rail tracks in yard.*—Sufficient iron to complete the authorized rail tracks has been received, and a small amount of labor performed in temporary repairs and necessary alterations. These tracks cannot be put down permanently until the bridge and crossing of the dock railway by the south avenue is finished, and the permanent wharf and basin works more advanced.

9. *Railroad to spar pond.*—The road bed has been graded its entire length, and the iron and other materials received. A gateway has been cut and the gate hung in the north wall of the yard. The

iron for the road was received since the general suspension of work. Had it been furnished at the proper time, the work would have been completed several months since.

10. *Steam box*.—The materials for this object have been received, but no labor has yet been expended on them.

11. *Repairs of all kinds*.—Within the last year new lightning conductors have been made and put up on officers' houses Nos. 1 to 13; the tops of the chimneys of the same have been raised and arched over to prevent their smoking; the pavements at houses Nos. 1, 4, and 5 have been relaid; the basement floors raised in several of the houses; several wooden cisterns have been built, and considerable fencing repaired; stone flagging has been laid at the west gate; a prison room has been fitted up in the paint-shop building, and new blinds have been made and put on the warrant officers' houses. A watch-house has been built at the permanent wharf, the yard scows, lighters and boats, and the doors and shutters of timber sheds, storehouses, and stables have been repaired. The attics of houses Nos. 3 and 5 have been fitted up with rooms; a large amount of painting, glazing, and whitewashing, and other general repairs, has been done on the officers' houses, timber sheds, storehouses, stables, and fences; and the slate roofs, gutters, and spouts of nearly all the buildings in the yard have been repaired. A new roof has been put upon the charcoal-house; the ice-house has been repaired, and platforms for sentinels have been built at the north and west gates. Upon all these objects of improvement there has been expended during the past year the sum of \$185,421 45.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: for extension of granite wharf; foundry; dredging; launching slip; repairing and operating floating dock; completing rail tracks in yard; completing railway to spar pond; improvement of spar pond; completing engine-house; completing steam box; completing pitch and oil houses; repairs to cisterns 14, 18, 25, and 26, and for repairs of all kinds, amounting in the aggregate to the sum of \$203,000.

1. *Extension of granite wharf*.—This important improvement progressed satisfactorily during the past year, and it is essentially necessary that funds should be provided for its continuation. If the work is suffered to remain long under suspension, much loss and delay will be occasioned, and the appropriation asked for is therefore strongly urged.

2. *Foundry*.—A foundry for casting iron is much needed at this yard. Within the past year the want of one has occasioned serious inconvenience in carrying on the various works from the difficulty and delay in obtaining iron castings from Mobile and other places. An estimate is submitted for a foundry building 70 by 130 feet, with one cupola furnace, the blast for which can be furnished by the fan that supplies the smiths' forges.

3. *Dredging*.—By reference to the plan of the yard, it will be seen that a considerable extent of dredging will be necessary in front of the extension of the granite wharf in order to obtain the required depth of twenty-four feet of water, the depth in which the extension

of that wharf now stands. An estimate is submitted of the cost of dredging two thousand eight hundred cubic yards of mud and sand.

4. *Launching slip.*—It is proposed to construct a permanent launching and hauling-up slip upon which to build or haul out vessels, to be placed between the mast-house and storehouse No. 26, intersecting the south face of the permanent wharf and its extension wall. The outlet of this proposed slip being through the wharf wall, it is highly desirable that both should be built concurrently, as, if the wall should be built up and the slip afterwards, a considerable part of the wall would have to be taken down, which would cause the whole work to be more expensive and less satisfactory.

The rough granite in the yard procured for ship-house and slip will answer for the foundation of the slip and for paving, and the amount now asked for is believed sufficient for building the side walls and ways.

5. *Repairing and operating floating dock.*—The climate at Pensacola is very destructive to wooden structures exposed to the weather; and the floating dock being entirely of wood, strict and careful attention, as well as prompt repairs, are necessary in order that it may at all times be ready for use. The boat gate will probably soon require rebuilding, and for this and the necessary current repairs the amount submitted will be required.

6. *Completing rail tracks in yard.*—All the materials for this important improvement have been procured, and the small amount asked for completing the work is necessary before the benefits of the improvement can be realized.

7. *Completing railway to spar pond.*—This work is well advanced; the track is graded and the iron all on hand. Owing to the advance in the price of labor and materials, the cost will exceed in a small amount the original estimate. A small appropriation is asked to complete the work.

8. *Improvement of spar pond.*—This item is for constructing in the (fresh water) pond pens in which the different kinds of ship timber can be kept separate, and for extending the railroad across the pond on piles, and building knee docks and timber pens on each side, by driving piles around the area, also for clearing out the mud and reeds which are rapidly increasing and filling up the surface of the pond. These improvements are urgently needed at this station, where the marine worm is so destructive to timber in salt water.

9. *Completing fire-engine house, steam box, and pitch and oil house.*—Small additional amounts are required to complete these objects, the amounts allotted being exhausted. They are all important works, and will be completed for the sums now asked.

10. *Repairs of cisterns 14, 18, 25, and 26.*—The necessary annual repairs upon these important appendages will require the amount asked for, and the object is one of much consequence.

11. *Repairs of all kinds.*—The amount asked for under this head is for the general repairs of officers' houses, government houses outside the yard, storehouses, offices, timber sheds, scows, lighters and yard boats, wharves and slips, brick pavement and yard wall, extension of wall on east side to deep water, brick cisterns for quarters, lightning

conductors, and miscellaneous repairs that may be necessary during the year.

SAN FRANCISCO.

At this yard the works which have been completed during the past year are the commandant's house and that for the civil engineer ; and upon them there has been expended for labor \$45,763 18, and for materials \$31,245 85, making an aggregate of \$77,009 03.

The works which have been in progress during the year, but which are not yet completed, are:

1. *Smithery, No. 69.*—The exterior of this building is completed, with the exception of painting the roof and pointing the brick work of the western front and part of the north side. Five forges have been built, and are now in use. The underground flue which conveys the smoke from the forges has been laid through the main building and south wing, and through the engine-house where the flues from the furnace connect with it into the stack. The smoke stack is a tapering shaft rising from a pedestal 17 feet square. It is sixteen feet square at the base, one hundred and twenty-three feet six inches high, and encloses a cylindrical flue nine feet in diameter. The engine for driving the lathes, fan, &c., is already set up in the engine-house.

There have been provided for the use of the smithery a steam-hammer, weighing one thousand eight hundred pounds, an upright drill, and four cylinder boilers for the steam power, which are to be used in pairs alternately. The boilers were made by the workmen in the yard.

For the finishing-shop attached to the smithery there will be required one geared lathe eleven feet between the centres, and to swing twenty-four inches ; fifty feet of shafting, with hangers and pulleys ; a screw-cutting machine, and a geared punching machine.

For the smithery there will be required fifty forges, complete, 465 feet of blast pipe, and a cupola furnace with the requisite ladles, crucibles, and other apparatus necessary for iron and brass casting. When these articles are supplied and in operation, the smithery will be in a condition to execute all the various kinds of work (heavy castings and shafting for steamers excepted) that may be required.

2. *Joiners' shop and timber shed, No. 40.*—The walls of this building have been completed to the height of the wall plates ; the window frames of the joiners' shop and of the semi-circular lights over the doors of the timber shed are set, and the square sash made and fitted to the frames. The beams and joists of the joiners' shop are laid and ready to receive the flooring. About one-half of the timber for the roof has been delivered, of which several of the rafters and girders have been framed ready for raising, and the remainder prepared for framing. To complete this building, there remain to be done the brick cornice, raising and covering the roof, laying the floor, setting up the floor columns, making doors and sash, painting, glazing, &c.

3. *Storehouse, No. 46.*—The south half of this building is com-

pleted, and contains the naval stores which have been transferred from the temporary storehouse. To prepare the site for the north half, which will include the sinking of a cellar (for wet provisions) five feet deep, about 2,800 cubic yards of excavation will be necessary. The timber for the north half has not been delivered, but it is believed it will be furnished in time, so that no delay will be caused on that account.

4. *Wharf*.—The foundation, quay wall, and filling of 145 lineal feet of permanent wharf, is completed, forming an area in front of the joiners' shop, and timber shed No. 40, for the landing of building materials and for other purposes, of 14,500 square feet. All the piles, with the exception of the front row for the foundation of three hundred and twenty-five lineal feet in continuation northwardly, have been driven; and four parallel rows of piles to retain the earth deposited from the excavations, and also to serve as the foundation to the wharf, have been extended to the temporary wharf in front of storehouse No. 46. Other piles for the same purpose, consisting of five rows, have been driven to the southward of the permanent wharf to a distance of 205 feet.

A contract was made in June, 1855, for the delivery of the square timber, plank, and piles required for 400 lineal feet of wharf, a small part only of which has been received. It is presumed, however, that it will be delivered in season to resume progress on the work as soon as the appropriations for the fiscal year ending June 30, 1857, are available.

There is on hand sufficient rough stone for sixty feet, dressed stone for 255 feet, and cement for 175 feet, of additional quay wall.

5. *Officers' houses, Nos. 6 and 8*.—All the brick work of this block is completed, the roof covered in and tinned, two floors in each of the rear buildings are laid, and in one of them the windows are glazed and in their places; nearly all the sash for both houses, and several doors, are together and ready for finishing off.

The following work remains to be done, viz: to lay the floors in the front buildings and in the basements of the rear buildings; to finish and glaze the sash; make and hang the doors; build the stairs, partitions, and porches; set the stone steps, mantels, and grates; lath, plaster, and paint.

6. *Grading*.—The operations under this head have been principally confined to a space bounded on the north by a line parallel to the blacksmith's shop, and sixty-six feet north of it; on the west by the avenue in front of the officers' houses; on the south by an irregular line extending to distances varying from 47 to 186 feet from the line of the south side of the smith's shop; and on the east by the margin of the straits. In addition to this, a part of the avenue between officers' houses 1 and 14, and a part of the avenue south of the joiners' shop and timber shed No. 40, have been graded.

A contract was entered into on the 19th March, 1856, for grading to the extent of 20,000 cubic yards, more or less, at the rate of 46 $\frac{3}{4}$ cents per yard. The work was commenced on the 15th of April by the contractor, and at the close of the fiscal year he had removed 11,342 cubic yards. Up to the same period the area of grading made

by cutting, or from which the earth had been removed, was 263,600 square feet; and the area made by filling was 96,970 square feet, forming in the aggregate a surface of 360,570 square feet, or eight and a half acres nearly.

The amount expended on these several works of improvement during the past year is, for labor, \$151,293 30, and for materials, \$64,504 14, amounting in the aggregate to the sum of \$215,797 44.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: timber shed, and mould-loft above; coopers' shop and tank shed, with paint shop above; coppersmiths', tinnerns', and plumbers' shops; two blocks of officers' houses; two cisterns for rain-water; 200 feet of permanent wharf; grading and paving, and for repairs of all kinds, amounting in the aggregate to the sum of \$362,308.

1. *Timber shed and mould-loft above.*—This building is much needed, though it is not contemplated to use it for the purpose indicated by its name at this time. It is now wanted for the repairs of rigging and sails, to which object the south wing of the smiths' shop (for the want of a more suitable place) has been heretofore appropriated. When the site for the rigging loft and sail loft is prepared to receive the building, and it is erected, these departments will be transferred to it, and the shed now asked for will be used for its original purposes.

2. *Coopers' shop and tank shed, with paint shop above.*—This improvement is urgently required to facilitate several of the mechanical operations of the yard. The lower part of this building might be used in cases of necessity for overhauling old, or fitting new rigging; cleaning and painting tanks, repairing and painting water casks, &c., and the upper part is much wanted for glazing and painting sash, painting doors, blinds, &c., for buildings in progress, and the numerous articles required for ship's use, for which purpose there is now no suitable place in the yard.

3. *Coppersmiths, tinnerns, and plumbers' shops.*—The services of workmen in these branches are indispensable, where the manufacture and repairs of house and ship work are frequently required; and that their labors may be profitably prosecuted, suitable rooms with the necessary apparatus should be provided. For this purpose it is recommended to erect building No. 70, the plan of which provides for the kettles, furnaces, lead tables, &c., on the first floor, and for finishing and finished work on the second floor.

4. *Two blocks of officers' houses.*—The completion of the two blocks of buildings seven and nine, and eleven and thirteen, is required for the accommodation of the officers, for whose use they were intended. Officers ordered to this station on duty can find no quarters in the vicinity; and as the yard is upon an island, it is important for the protection of the public property that the officers attached to the station should at all times, especially at night, be within the limits of the yard.

5. *Two cisterns for rain water.*—Much inconvenience has already been experienced from a want of sufficient supply of good water at this yard, and as the efforts heretofore made to obtain this indispen-

sable article, have not been attended with the desired success, it is proposed to construct a number of cisterns of large capacity, so that a sufficient quantity may be secured during the rainy season, to meet the demands during the dry months. This is considered an object of much importance.

6. *Two hundred feet of permanent wharf.*—Great benefits have already been derived from the wharf, as far as constructed, and corresponding advantages will be obtained by the extension of this important work. It is desired that the wharf be extended two hundred feet during the next year. This will enclose a like space for the deposit of the earth taken from the excavations, and will furnish an enlarged area when the filling is levelled up to the grade of the yard for the landing of stores, building materials, &c. The general advantages attending the extension of the wharf line at this new yard, it is presumed, will be sufficiently obvious, without more particular explanations.

7. *Grading.*—A large amount of grading will be necessary before the surface of this yard is brought to a proper and convenient line. As buildings are erected, the sites and ground in their vicinity must be brought to a proper grade, that they may be accessible. The amount submitted is such as can be economically expended during the fiscal year.

8. *Paving.*—The soil of this island is of such a nature that the roads are rendered almost impassable for loaded vehicles after being exposed to the protracted rains of the winter season. It is, therefore, proposed to pave such of them as have been properly graded and are in almost constant use. An estimate is submitted for this object, which is considered of much importance, and one for which liberal provision should be made annually.

9. *Repairs of all kinds.*—An estimate is submitted for this object, which is considered necessary for the proper protection and preservation of the different buildings, and the public property contained therein.

SACKETT'S HARBOR.

No appropriation was made for this station for the past fiscal year. The public property is generally in a good state of preservation. For the next fiscal year the amount submitted will be required for the general repairs of ship-house and other buildings, fences, roads, &c.

HOSPITALS.

Boston.—There has been expended for repairs of buildings, fences, and grounds at the hospital at Chelsea during the past year the sum of \$6,006 28, and for the annual repairs for the same during the next fiscal year there will be required the sum of \$2,500.

New York.—The expenditures at this station for the hospital and its dependencies were for filling and grading cemetery, roofing hospital, whitewashing, plastering, &c.; carpenters' work in repairing buildings and fences, plumbing, painting hospital and laboratory; repairs of furnaces, ranges, and stoves; repairs of steam pump, gas

fixtures, house cleaning, improving hospital grounds; repairs of wall, bridge, fences, roads, &c., amounting, in the aggregate, to the sum of \$11,308 81.

For the next fiscal year estimates are submitted for completing the filling and grading of the cemetery grounds, and for repairs and improvements of buildings and fences, and for labor and repairs of all kinds, amounting, in the aggregate, to the sum of \$7,200.

Naval asylum, Philadelphia.—The objects upon which expenditures have been made at this establishment during the past year are repairing lower floor of main building, improving wharf property, repairs to furnaces, grates and range, gas, house cleaning and white-washing, water-rent, and general repairs of all kinds; and there has been expended for these objects the sum of \$4,066 01. Estimates are submitted for building a wall on the south side of Shippen street. This improvement is highly necessary, the only enclosure to the public grounds on that side being an old fence, fast going to decay, and requiring frequent repairs.

For excavating and grading a portion of Shippen street.—This excavation will be for the protection of the wall; for, as the ground in some places is about twenty feet above the grade of the curb-stone, it must be sloped from the wall to relieve it from this great pressure of earth.

For laying curb-stones and paving foot-walks along Shippen street, in front of the public premises.—The city contemplate grading and paving Shippen street; and when this is done, the government as well as individuals must curb and pave in front of its property. For repairs of furnaces, grates, and ranges, house cleaning and white-washing, water-rent, gas, furniture, and repairs to the same, and for repairs of all kinds, there will be required the sum of \$15,800.

The wharf purchased with these grounds is of no practical use to the government, and it is therefore recommended that Congress authorize the Secretary of the Navy to sell it, as well as the plot of ground which has been cut off from the asylum by the construction of Shippen street.

Washington.—No expenses have been incurred at this station during the past year, and no additional appropriation will be required for the next fiscal year, the amount in hand being deemed sufficient to meet any demands which may arise for repairs.

Norfolk.—The improvements at the cemetery at this place have been completed, and the amount expended during the fiscal year is \$1,021 44. Estimates are submitted for the next fiscal year for building house for surgeon, repairs of brick enclosure, and for repairs of all kinds, amounting to the sum of \$22,115.

The present quarters of the surgeon at this point are in an extremely uncomfortable and dilapidated condition, requiring frequent repairs to be kept habitable, and cannot much longer be regarded as a fit residence for a surgeon. The building is very old, and is merely an aggregation of several wooden structures and sheds of a temporary character, originally erected while this locality was the site of the old fort. It seems to be in unsightly contrast with the conspicuous and imposing architecture of the large hospital; and, in point of economy as well as appearance, should be removed, and give place to a struc-

ture more in keeping with this extensive establishment. This object, with the others for repairs, are deemed highly necessary.

Pensacola.—At this station, during the past year, the slate roofs of the main building have been thoroughly repaired. The fireplaces in the east wing have been repaired, and new fences built at the surgeon's and at the assistant surgeon's quarters. A new well, nine feet in diameter, and thirty-two feet deep, has been made in the rear of the hospital, affording a good supply of excellent water. Four large tanks for water have been built in the attic of the centre building, and the partition walls beneath have been strengthened to support them. The pavements and steps at the assistant surgeon's quarters have been renewed, and many other general repairs, such as painting, whitewashing, &c., have been made.

A new bathing-room has been fitted up in the centre building; the engine-house for the steam boiler and pump for supplying the water tanks has been built, and the Worthington pump and pipe have been received.

Draining and filling ponds.—The drains in the vicinity of the navy yard and hospital have been kept open, and considerable filling up of ponds and low places has been done. This work has proved of great benefit to the health of the place. Inclining but little towards the bay, these drains often become partially filled up with sand, and it will require a moderate amount of labor to keep them open, clean, and healthy.

Wall around burial-ground.—The materials for this object have been received, but the work of erection has not yet commenced. Upon these objects there has been expended, during the past year, the sum of \$15,005 49.

For the general repairs of the hospital building and its dependencies, and for filling and draining ponds, there will be required, during the next fiscal year, the sum of \$16,000.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, New Hampshire.—During the past year the new shell-house has been completed. This is for the storage of empty shells; is of brick, substantially constructed, and is now occupied for the purpose for which it was designed. The necessary current repairs have been put upon the magazine building, and upon these two objects there has been expended the sum of \$2,433 94.

Estimates are submitted for fitting and furnishing the ordnance building, for lightning conductors, and for repairs of all kinds, amounting, in the aggregate, to the sum of \$4,223.

Boston.—At this station the fire-proof building for loaded shells has been completed. The amount expended during the year is the sum of \$5,700. The other works which have been in progress are, house for unloaded shells and workshop, platforms for shot, additions to gun-carriage shop, and repairs of all kinds; upon which several objects there has been expended the sum of \$7,536 65.

For the necessary repairs of the magazine buildings and grounds, there will be required for the next fiscal year \$1,000.

New York.—During the past year the repairs upon the magazine at Ellis' island, the gunner's house, and fourteen shot platforms, have been completed. The gunner's house is now occupied by the gunner; the shot platforms are of iron with foundations of brick. The amount expended on these objects during the year is \$13,316 41.

Other works which have been in progress are:

1. Armory.—This building was nearly completed last year. The roof and floors had been laid, sashes put in, doors hung, &c., but a considerable amount of work is still needed to fit it up for occupancy.

2. Gun-carriage shed.—The foundations of this building were laid last autumn, and the iron is now in course of erection, but no siding or roof covering has yet been put on.

3. House for loaded shells.—The piling for the foundation of this building, which was located on the northern extremity of Block island, (gun block,) has been prepared; but nothing further has been done towards its erection.

4. House for unloaded shells.—It was determined last year to make a corrugated iron building, which is now being constructed; but it is feared that the objections to this material which have elsewhere since developed themselves will apply equally in this case, and it is doubtful if the building will answer expectations. The amount expended on these objects during the past fiscal year is \$50,496 33.

Estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: For completion of armory; completion of house for loaded shells; completion of gun-carriage shop; sighting ground for cannon; new gun ground; small row-boat and boat-house; repairs of wharf at Ellis' island; new pier and boat-slip at Ellis' island; and for repairs of all kinds, amounting in the aggregate to \$36,238.

The amount required to complete the armory is for fitting up and providing a heating apparatus. The estimate for the loaded-shell house has proved insufficient to complete it, and an additional sum is required for that purpose. For the gun-carriage shop a small additional amount is necessary to complete objects not contemplated in the original estimate. The location of the sighting ground, now near the head of the dry-dock, is found to be inconvenient, and moreover the space which it occupies is required for other purposes. For these reasons it is proposed to remove it to the site of the present blacksmith's shop. It is proposed to locate a gun park on the site of the old timber dock, in the rear of the officers' quarters. This is convenient to the armory, sighting ground, and other ordnance works. The amount of embankment necessary for filling in this space would be much less than that required on the site originally contemplated on the new purchase. Besides, the miasma arising from this pond is such as to render it a nuisance, endangering the health of those living and employed in the yard, and it is therefore desirable that it should be filled in as soon as possible. The small row-boat and boat-house is much wanted for the use of officers passing to and from the magazine at Ellis' island. The wharf now used on the island is in a very ruinous condition, and requires extensive repairs and additions. The new pier and boat-slip at this island is also much needed for a landing.

The amount asked for repairs of all kinds is required for the repairs of the magazine and other buildings connected with the ordnance works.

Philadelphia.—At this station the new magazine building at Fort Mifflin has progressed steadily and rapidly since its commencement in July, 1855. It is now in a condition to receive all the stores for which it was designed, and will soon be finished. On this building there has been expended during the fiscal year the sum of \$16,753 09. Estimates are submitted for building a landing wharf at Fort Mifflin, and for repairs of all kinds, amounting to the sum of \$10,107. The wharf now in use, belonging to the fort, is about 700 feet from the magazine, and is in such a dilapidated condition that, if not soon repaired, it will be utterly useless for our purposes. Besides the river has filled up so much in its neighborhood, that vessels even of light draught have difficulty in approaching it except at high tides. The amount asked for repairs of all kinds will be required to meet the necessary demands for that object.

Washington.—During the past year there has been expended at this station, for the purchase of Wright's patent cap-machine, repairs of magazine building and keeper's house, rebuilding landing wharf, repairing fences, and for purchase of fuel for ordnance foundry, the sum of \$6,780 83.

An estimate is submitted for the next year for the repairs of the ordnance building and various tools. Some of the cross-walls of this building have settled, in consequence of the insecurity of their foundations, and it is desirable that they should be reconstructed as soon as possible.

Norfolk.—Two of the old buildings at Fort Norfolk have been converted into storehouses for filling rooms, and are now in use by the ordnance department; one of them is used for filling and storing shells, and the other for filling tanks for ships' use. The amount expended on these buildings is \$2,135 13.

The other ordnance works which have been in progress are, rail-tracks and cars at St. Helena, magazine and keeper's house at Fort Norfolk, shot platforms and gun skids; and upon these several objects there has been expended for labor \$5,411 62, and for materials \$4,275 99; making an aggregate of \$9,687 61.

For the rail tracks some of the materials have been contracted for, and a small amount of labor performed.

The magazine is reported as completed; and the keeper's house is so nearly completed that it will probably be ready for occupation next month. Its construction has been mainly executed by contract; but some portion of the work at its commencement was performed by the yard force.

Two large shot platforms have been built in the yard near the northeast corner of ship-house A, and two more of a permanent character have recently been commenced at St. Helena.

Nothing of a permanent nature has been done under the head of "gun-skids;" but a temporary skid has been put up along the southerly side of ship-house A; the foundations, however, being of stone, and the skids of timber.

Estimates are submitted for the next fiscal year for an ordnance building, engine and machinery, for sea-wall at Fort Norfolk, and for repairs of all kinds, amounting in the aggregate to the sum of \$56,090.

The operations of the ordnance department have been heretofore carried on in various buildings scattered over the yard, and great inconvenience has been felt from the want of means of concentrating them, so as to be more completely under the observation and direction of the superintending officer, and at the same time to insure a greater economy in their results. Portions of several distinct buildings are now used, to the great disadvantage of the objects for which they were originally designed, for carrying on the various divisions of ordnance work, and it is clear that the construction of a proper building for these purposes is imperatively required.

The site which is deemed most suitable for an ordnance building is easterly of building No. 12, and will accommodate a workshop 210 feet long, which, for the purposes here required, should be 65 feet wide and two stories high. The lower story might be appropriated to the making of gun carriages and other heavy ordnance work, and the upper one for the purposes of small arms, repairs, filling, &c. The building is proposed to be constructed fire-proof, of brick and iron—experience having shown that such structures cost but little more than those of ordinary but less durable materials.

An engine-house and stack, to be connected with this building, will be required to be built on the northerly end of the site, and will accommodate an engine, &c., for driving the machinery of the ordnance works, and also afford the blast for the smithery, and steam for its hammers, &c. This arrangement will admit of the advantage of using one engine for both establishments, and the present engine for the smithery can be dispensed with, and the building it occupies can be used for the required purposes, and as an enlargement of the finishing shop for that department. This design will further involve the removal of the coal-house situated in part on the proposed site, and also the weighing scales; but these objects, at a small expense, can be located within a short distance of their present positions.

The sea-wall at Fort Norfolk is designed to protect the northerly shore at this point, which is being so rapidly encroached upon by the river as to render necessary the immediate commencement of some barrier to resist its further effects. In some places the water is within a few feet of the old fort walls at high tide, and these, in the course of few years, will be in great danger of being undermined. It is proposed to commence this work as soon as possible, and the amount asked for is for a length of 400 feet, the wall to be built 4 feet above the level of common high tide, with the base established 3 feet below, making the whole height 7 feet.

The amount asked for repairs of all kinds is for repairs of piers, fences, buildings, &c., belonging to the ordnance department, and is necessary for their preservation.

Pensacola.—At this station copper lightning conductors, with platina points, have been put upon the magazine, and some repairs done on it and on the wall around it. A fire-proof house, 16 feet square, for cartridges, has been completed, and is located on the east avenue, near the saluting battery. Gun-skids have been put up, and shot platforms have been built in a substantial manner on granite and brick foundations. Material for the wall around the shell-house have been contracted for and received, and the amount expended during the year upon these objects is the sum of \$8,285 97.

For the necessary repairs of the magazine, shot platforms, store-rooms, &c., during the next fiscal year, there will be required the sum of \$1,000.

DRY DOCKS.

The balance floating-dock, basin and railway, at the navy yard, Portsmouth, New Hampshire, are all in good order, except the side walls of the basin, which have been much injured by the severe frosts and heavy ice of the last winter. These will require repointing, and some of the stones must be relaid. Large excavations have been made for the deep basin, and there now remains only a small amount of ledge to be removed in order to secure sufficient depth of water.

The stone dry-dock at Boston is in good condition. A new engine and pumps for draining have been erected, and the dock can now be relieved of water in much less time than heretofore. This dock has been in almost constant use during the year, and it is found that the length of the chamber, although large enough to receive any ship in existence, or in contemplation at the time of its construction, is not of sufficient length to receive the largest class of steamers now in use. It is therefore proposed to extend the length of this dock fifty feet, that it may be capable of receiving any vessel of the navy; and an estimate for that object is presented.

The stone dry-dock at New York has been kept in good working order, and during the past year the new steamer Niagara, the largest vessel in the navy, has been docked and coppered. This dock is of ample dimensions, and has been usefully employed during the year.

The sectional floating-dock, basin and railways, at Philadelphia, have been carefully attended to during the past year, and have been profitably employed. This dock being of perishable materials requires frequent repairs, and for some of its parts it is proposed to substitute materials of a more durable nature, for which estimates are submitted.

The stone dry-dock at Norfolk continues in good condition. A new engine and pumps have also been constructed and erected for this dock, and their operation has been satisfactory.

The balance floating-dock, basin and railway, at Pensacola, are now in better condition than heretofore. The dock has been thoroughly repaired and strengthened, and is now much stronger than before. The rapidity with which wooden structures decay in this climate renders constant watchfulness and frequent repairs necessary for the preservation of this dock, and the annual expenses for that object must therefore be necessarily large.

The sectional floating-dock at San Francisco has been in frequent use and is in good order. The basin and railway are nearly completed and will soon be ready for trial.

NAVAL ASYLUM.

During the past year this institution has been conducted with commendable efficiency, and has given entire satisfaction to the bureau.

The beneficiaries have generally deported themselves correctly; but in some instances, however, the department has been obliged to resort to the severest punishment known to the rules of the institution, and expel those who have been guilty of gross infractions of the regulations.

There are now in the asylum one hundred and sixty-one persons, including officers and attendants. Twenty-five beneficiaries have been admitted during the past year; nine have died, and fifteen been dismissed—some for bad conduct, and others at their own request.

The expenses of the establishment have been as follows, viz:

Subsistence.....	\$14,403 58
Clothing	7,286 58
Miscellaneous items.....	7,588 60
Pay of officers and attendants.....	11,932 20
	41,210 96

For the expenses of the naval *hospital* you are respectfully referred to the report of the chief of the Bureau of Medicine and Surgery.

It is an interesting feature of the institution that a beneficent government has made such liberal provision for all the necessary wants, natural and moral, of the old sailor. The best of food and clothing; the most comfortable apartments; medical attendance; a small amount of pocket money, as an incentive to and a reward for good behavior; license for short periods on leave of absence; reading rooms; church privileges within the precincts of the institution, or in the city of Philadelphia, if preferred, are all furnished by the liberal hand of a paternal government for the enjoyment and comfort of the decrepid seaman of the navy and marine corps of the United States.

The beneficiaries of the asylum are annually increasing, and during next year an additional building should be provided. The expenses draw largely upon the "hospital fund," which is annually decreasing.

The bureau respectfully repeats the opinion, heretofore expressed, that a system of pensions to decrepid and worn-out seamen would be much more acceptable to them, and far less expensive to government, than the present arrangement.

TIMBER AGENCIES.

This branch of business has received due attention. The agents generally have been vigilant in the discharge of their duties, and less public timber has been appropriated to private use or for exportation to foreign countries than heretofore. There are fewer depredations

committed by resident settlers than formerly; also more stringent rules have been adopted, which have operated effectually in thwarting the cupidity of speculators and in the protection of the public interests.

Where the trespass is inconsiderable, the agents are instructed (after reporting the case and receiving the authority of the department) to settle it by compromise. Suits are instituted against those only where the proofs show that the depredation is wanton, and where large amounts are involved.

The agents continue to make selections of the best live-oak lands, which, when reported to the department, if considered of sufficient importance, are reserved by the President for naval purposes.

The bureau would recommend to the fostering care of government the valuable interests involved in the live-oak lands of the southern States. No country in the world grows timber in such large abundance and good quality for naval purposes; and our government cannot be too careful in providing efficient means to guard it from the grasp of domestic depredation or foreign commerce.

It is desirable that the timber agents should be versed in the art of surveying, as much expense and considerable embarrassment is sometimes experienced when they are ignorant of this branch of business. The boundaries of the lands, in many cases, are very conflicting. The lines run under the old Spanish agents are almost obliterated; the conflict between the claims of the States under grants from Congress, and the contested rights of private settlers under pre-emption laws, give rise to much dispute and litigation, and therefore it is highly important that the government agent should be a competent surveyor, in order to determine the facts in cases of conflict between these claims respectively.

The bureau would therefore respectfully recommend that all agents hereafter to be appointed shall be practical surveyors, and that this service shall be rendered without additional compensation.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS,
November 18, 1856.

Abstract of offers (embracing, as well those which are rejected as those which are accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks, made in conformity to the act of Congress approved March 3, 1843.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PORTSMOUTH, N. H., UNDER
ADVERTISEMENT, DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
CLASS No. 1.—Bricks.	
John Murphy.....	\$5,225 00
A. W. Simpson.....	*4,224 00
Nathaniel Swett.....	4,592 50
Enoch Pinkham.....	4,400 00
Wendell & Call.....	5,362 50
CLASS No. 2.—Stone.	
Ezra Eames.....	7,877 86
William Torrey.....	9,083 22
A. W. Russell.....	9,397 20
J. B. Witcher.....	10,480 85
CLASS No. 3.—Yellow pine timber.	
G. A. Hammond.....	1,533 77
A. H. Cole.....	1,315 34
T. Mosher.....	1,275 48
W. E. Anderson.....	1,195 77
S. P. Brown.....	*1,096 12
William Lang.....	1,315 34
Wendell & Call.....	1,185 80
Peters & Reed.....	1,674 07
Henry Buck.....	1,155 91
D. Risley & Co.....	1,116 05
Joseph Grice.....	1,793 65
Samuel Patterson.....	1,315 44
G. W. Peete.....	1,833 51
E. H. Herbert.....	1 713 93
CLASS No. 4.—Yellow pine lumber.	
G. A. Hammond.....	1,047 00
A. H. Cole.....	900 00
Campbell & Moody.....	990 00
T. Mosher.....	960 00
W. E. Anderson.....	900 00
S. P. Brown.....	*825 00
William Lang.....	990 00
Wendell & Call.....	892 50
J. H. Broughten.....	1,170 00
Peters & Reed.....	1,200 00
Henry Buck.....	870 00
D. Risley & Co.....	840 00
Joseph Grice.....	1,500 00
Samuel Patterson.....	900 00
G. W. Peete.....	1,260 00
E. H. Herbert.....	1,200 00

ABSTRACT—Continued.

Names of bidder.	Amount of bid.
CLASS No. 5.—Oak plank.	
G. A. Hammond	*\$178 44
Wendell & Call	445 50
J. H. Broughten	225 00
Joseph Grice	300 00
Samuel Patterson	180 00
D. S. Walton	150 00
E. H. Herbert	210 00
CLASS No. 6.—White pine and spruce lumber.	
G. A. Hammond	1,999 00
S P Brown	1,990 00
Nathaniel Swett	2,128 00
Wendell & Call	2,267 00
J H. Broughten	*1,959 00
Augustus Jenkins	2,173 00
CLASS No. 7.—Lime.	
J. H. Broughten	*545 70
Raynes & Neil	632 40
John Wendell	637 50
CLASS No. 8.—Cement.	
William Lang	660 00
J H. Broughten	655 60
Henry Wilde, secretary	*602 80
Raynes & Neil	880 00
John Wendell	660 00
CLASS No. 9.—Gravel and sand.	
J. H. Broughten	*410 00
CLASS No. 10.—Slate.	
William Lang	1,140 00
J. H. Broughten	1,170 00
CLASS No. 11.—Iron and nails.	
William Lang	*427 00
John P. Lyman	534 00
L. D. Spalding	577 00
A. Q. Wendell	483 00
R. Archer & Co.	472 50
John Wendell	481 50
CLASS No. 12.—Steel.	
J. P. Lyman	*235 00
L. D. Spalding	289 00
A. Q. Wendell	266 00
John Wendell	310 00

*Accepted.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 14.—Files.	
J. H. Shirt & Co.....	\$4,289 78
A. Q. Wendell.....	*3,707 50
Raynes & Neil.....	3,959 50
John Wendell.....	5,148 50
G. B. Hubbell & Co.....	3,918 46
CLASS No. 15.—Paints, oils, &c.	
William Lang.....	950 00
A. Q. Wendell.....	*840 60
Raynes & Neil.....	961 90
John Wendell.....	902 10
CLASS No. 16.—Ship chandlery.	
A. Q. Wendell.....	1,431 30
Raynes & Neil.....	*1,415 25
John Wendell.....	1,538 50
CLASS No. 17.—Hardware.	
A. Q. Wendell.....	*41 30
Raynes & Neil.....	72 38
John Wendell.....	206 00
CLASS No. 18.—Stationery.	
Stodder & Loring.....	*163 65
J. S. Harvey & Son.....	230 38
J. H. Foster.....	243 86
CLASS No. 19.—Firewood.	
G. A. Hammond.....	198 00
William Lang.....	200 00
Jere. M. Mathes.....	*160 00
Raynes & Neil.....	200 00
CLASS No. 20.—Hay.	
John Lamprey.....	1,279 20
Alvin Libbey.....	1,153 75
James Philbrick.....	1,163 50
John Rice.....	*975 00
Alfred Hoitt.....	1,040 00
A. W. Simpson.....	1,163 50
William Lang.....	1,495 00
Aug. Jenkins.....	1,300 00
CLASS No. 21.—Provender.	
C. Robinson, jr.....	*666 00
A. W. Simpson.....	714 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 22.—Charcoal.</i>	
Alfred Hoitt.....	\$250 00
Jere M. Mathes.....	250 00
Raynes & Neil.....	*240 00
<i>CLASS No. 25.—Iron castings.</i>	
Ira Haselton	*117 50
Phineas Drake.....	125 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, BOSTON, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

<i>CLASS No. 1.—Bricks.</i>	
Storer & Stephenson.....	19,450 00
Oakman & Eldridge	7,670 00
Nathaniel Swett.....	8,668 00
Philander Ames	7,634 00
Horton, Hall & Co.....	*7,455 00
<i>CLASS No. 2.—Stone.</i>	
O. T. Rogers & Co.....	23,725 00
John F. Gilman.....	16,256 00
E. C. Sargent.....	16,999 00
William Torrey.....	20,057 50
Granite Railway Co	17,605 00
<i>CLASS No. 3.—Yellow pine timber.</i>	
Joseph Grice.....	6,319 30
J. Bigler.....	5,560 98
T. Mosher.....	4,707 88
J. W. Bogert.....	6,192 91
Peters & Reed	5,687 37
W. E. Anderson	5,055 44
A. H. Cole	6,192 91
G. W. Lawrence.....	4,297 12
William Lang (by lot).....	*3,728 38
N. W. Coffin	3,728 38
D. Risley & Co.....	4,044 35
G. W. Peete.....	7,583 16
E. H. Herbert.....	6,319 30
<i>CLASS No. 4.—Yellow pine lumber.</i>	
Joseph Grice.....	350 00
J. Bigler.....	280 00
T. Mosher.....	231 00
J. W. Bogert.....	250 00
Peters & Reed	315 00
W. E. Anderson.....	260 00

* Accepted.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 4—Continued.	
A. H. Cole.....	\$203 00
William Lang.....	196 00
N. W. Coffin.....	195 00
D. Risley & Co.....	*182 00
G. W. Peete.....	295 00
E. H. Herbert.....	270 00
CLASS No. 5.—Oak and hard-wood timber and lumber.	
J. W. Bogert.....	4,435 00
J. W. Bogert.....	3,520 00
William White.....	4,952 50
G. W. Lawrence.....	*3,320 00
William Lang.....	4,882 50
Philander Ames.....	3,557 50
N. W. Coffin.....	3,405 00
Robert Todd.....	4,287 50
Samuel Patterson.....	3,910 00
D. S. Walton.....	4,014 00
E. H. Herbert.....	3,620 00
CLASS No. 6.—White pine, spruce, &c.	
J. Bigler.....	13,462 99
J. W. Bogert.....	14,264 99
J. W. Bogert.....	12,783 99
G. W. Lawrence.....	*7,536 34
Wm. Lang.....	8,968 25
Philander Ames.....	7,692 49
N. W. Coffin.....	8,373 99
CLASS No. 7.—Lime and hair.	
Storer & Stephenson.....	1,470 00
Oakman & Eldridge.....	594 00
G. W. Lawrence.....	683 60
Philander Ames.....	647 00
Robert Todd.....	648 00
Horton, Hall & Co.....	*590 00
John Wendell.....	1,320 00
CLASS No. 8.—Cement.	
Storer & Stephenson.....	450 00
Oakman & Eldridge.....	202 50
Wm. Lang.....	225 00
Philander Ames.....	205 50
Robert Todd.....	222 00
Horton, Hall & Co.....	(By lot) 202 50
Henry Wilde, secretary.....	205 50
John Wendell.....	262 50
CLASS No. 9.—Gravel and sand.	
Storer & Stephenson.....	2,900 00
G. W. Tewksbury.....	690 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 9—Continued.	
Oakman & Eldridge	*\$650 00
Philander Ames	720 00
CLASS No. 11.— <i>Iron, iron spikes, and nails.</i>	
Storer & Stephenson	1,215 00
Wm. Lang	875 25
N. W. Coffin	†599 00
Horton, Hall & Co	*829 00
R. Archer & Co	1,058 25
John Wendell	1,179 00
CLASS No. 12.— <i>Steel.</i>	
Storer & Stephenson	416 00
Wm. Lang	453 00
Horton, Hall & Co	*402 00
John Wendell	541 00
CLASS No. 14 — <i>Filcs.</i>	
G. B. Nubbell & Co	875 31
Storer & Stephenson	1,012 00
G. W. Lawrence	926 80
Horton, Hall & Co	*690 24
J. H. Shirt & Co	907 00
John Wendell	1,128 90
CLASS No. 15.— <i>Paints, oils, &c.</i>	
Storer & Stephenson	3,792 35
Wm. Lang	3,592 80
E. A. Fisher	3,936 10
Horton, Hall & Co	*3,140 05
John Wendell	3,363 45
CLASS No. 16.— <i>Ship chandlery.</i>	
Storer & Stephenson	4,438 50
Horton, Hall & Co	*1,850 99
John Wendell	2,472 60
CLASS No. 17.— <i>Hardware.</i>	
Storer & Stephenson	2,653 48
G. W. Lawrence	1,657 12
Horton, Hall & Co	*1,402 19
John Wendell	2,178 45
CLASS No. 18.— <i>Stationery.</i>	
Lane & Wheeler	898 53
A. E. Cutter	*634 32
Benjamin Loring, jr	833 99
Stodder & Loring	723 53

* Accepted.

† Informal.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 20.— <i>Hay and straw.</i>	
Mullet & Bradbury	\$1,693 30
Storer & Stephenson	1,775 00
Oakman & Eldridge	1,613 00
Philander Ames	*1,625 00
Robert Todd	1,766 00
CLASS No. 21.— <i>Provender.</i>	
Mullet & Bradbury	732 50
Storer & Stephenson	1,465 00
N. Tufts, jr.	*705 75
Oakman & Eldridge	814 50
H. B. Williams	933 75
CLASS No. 22.— <i>Charcoal.</i>	
Mullet & Bradbury	262 50
Storer & Stephenson	750 00
Oakman & Eldridge	375 00
K. S. Chaffee	270 00
Horton, Hall & Co	(By lot) *270 00
John Wendell	450 00
CLASS No. 23.— <i>Packing.</i>	
Storer & Stephenson	100 00
Horton, Hall & Co	*50 00
CLASS No. 25.— <i>Iron castings.</i>	
Storer & Stephenson	2,000 00
W. R. Bradford	375 00
Horton, Hall & Co	*350 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NEW YORK, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.— <i>Bricks.</i>	
Philip Mabie	\$3,269 00
T. W. Rollins	4,600 00
E. H. Hubbell	†2,875 00
D. R. Frasier	3,200 00
James Waldron	3,235 00
J. F. Brennan	3,425 00
N. V. Houseman	*3,165 00
John Murphy	3,748 00
Sickles & Smith	4,270 00
Storer & Stephenson	7,000 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 2— <i>Stone.</i>	
Philip Mabie	\$97,656 29
C. G. Waterbury	166,138 00
E. B. Peete	105,905 50
D. R. Fraiser	93,280 58
James Waldron	95,868 23
N. V. Houseman	*88,759 68
Thadeus Wilson	123,821 90
Sickles & Smith	134,440 98
G. A. Buckingham & Co	125,754 50
CLASS No. 3.— <i>Yellow pine.</i>	
G. W. Peete	3,435 84
J. W. Bogert	3,241 71
J. W. Bogert	3,556 95
Philip Mabie	3,226 25
E. H. Herbert	4,294 80
W. E. Anderson	3,221 10
D. R. Frasier	3,620 10
James Waldron	3,124 03
James Bigler	3,006 36
N. V. Houseman	3,006 36
Joseph Grice	2,898 99
Campbell & Moody	3,006 36
D. Risley & Co	*2,684 25
T. Mosher	2,897 27
S. P. Brown	2,784 75
William Lang	3,435 85
A. H. Cole	3,113 73
Peters & Reed	3,435 84
John Cummins	\$25 per M
CLASS No. 5.— <i>Hard wood.</i>	
J. W. Bogert	90 00
Abram Hyatt	120 00
F. A. Southward	*49 00
J. Bigler	100 00
Campbell & Moody	75 00
William Lang	300 00
John Wendell	90 00
D. S. Walton	100 00
CLASS No. 6.— <i>White pine, spruce, &c.</i>	
J. W. Bogert	36,256 00
J. W. Bogert	40,959 00
Bigler & Wilt	30,953 93
Philip Mabie	27,943 08
D. R. Frasier	26,482 98
James Waldron	27,097 95
James Bigler	37,271 50
W. W. Campbell	28,472 00
N. V. Houseman	29,379 00
James Wescott	61,309 00

* Accepted.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 6—Continued.	
Campbell & Moody	\$28,480 95
S. P. Brown	*25,754 36
CLASS No. 7.—Lime and hair.	
Abram Hyatt	1,350 00
J. F. Brennan	1,400 00
John Murphy	*1,271 00
Sickles & Smith	1,883 25
Storer & Stephenson	2,465 00
John Wendell	1,685 00
CLASS No. 8.—Cement.	
Abram Wyatt	6,710 04
Lawrence Cement Company	*6,402 24
Elias Tompkins	6,771 60
J. F. Brennan	6,710 04
Henry Wilde, secretary	6,925 50
John Murphy	7,633 44
William Lang	9,234 00
Sickles & Smith	8,002 80
Storer & Stephenson	12,004 20
John Wendell	7,387 20
CLASS No. 9.—Gravel and sand.	
Philip Mabie	63,430 00
C. G. Waterbury	114,250 00
T. W. Rollins	55,550 00
D. R. Frasier	*44,530 00
Thomas Holohan	62,590 00
James Waldron	55,860 00
N. V. Houseman	50,550 00
William Pearson	†1,310 00
C. Guidett	45,130 00
M. McLaughlin	77,070 00
Thomas M. Sother	83,460 00
David Kissner	51,750 00
Sickles & Smith	63,900 00
CLASS No. 11.—Iron, iron spikes and nails.	
R. Archer & Co.	3,112 70
W. V. Lidgerwood	3,442 80
John F. Brennan	3,332 90
Alexander Hitchcock	3,392 00
William Lang	3,422 60
Storer & Stephenson	3,522 00
John Wendell	3,285 50
CLASS No. 12.—Steel.	
Philip Mabie	1,220 50
D. R. Frasier	1,144 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 12—Continued.	
James Waldron.....	\$1,184 00
W. V. Lidgerwood.....	*962 00
John F. Brennan.....	1,127 50
William Lang.....	1,179 00
Storer & Stephenson.....	1,049 00
John Wendell.....	1,256 00
CLASS No. 14.—Files.	
G. B. Hubbell & Co.....	4,381 17
W. V. Lidgerwood.....	*4,360 21
J. H. Shirt & Co.....	4,616 98
George W. Carpenter.....	5,101 50
Joseph L. Savage.....	4,656 14
Thomas M. Sother.....	4,677 89
A. L. Van Buren.....	4,828 69
Storer & Stephenson.....	4,752 00
John Wendell.....	4,795 00
CLASS No. 15.—Paints, oils, &c.	
W. D. Kennedy.....	*6,171 02
Philip Mabie.....	†2,290 00
D. R. Frasier.....	†1,836 00
James Waldron.....	†2,041 00
John F. Brennan.....	8,030 50
John McDowell, jr.....	9,764 80
George Dixon, jr.....	9,062 50
William Lang.....	8,165 75
John D. Welsh.....	9,532 00
Storer & Stephenson.....	8,231 00
John Wendell.....	6,902 95
N. S. Bailey.....	7,195 00
CLASS No. 16.—Ship chandlery.	
W. D. Kennedy.....	*1,884 78
Storer & Stephenson.....	2,413 14
John Wendell.....	2,524 32
CLASS No. 17.—Hardware.	
Patter & Macfarlane.....	11,118 60
W. V. Lidgerwood.....	7,991 38
A. L. Van Buren.....	8,475 08
Storer & Stephenson.....	8,622 69
John Wendell.....	*6,788 46
CLASS No. 18.—Stationery.	
George Scott Roe.....	†492 00
Nathan Lane.....	2,154 64
John J. Broomfield.....	1,594 02
James Clark.....	†326 45

Accepted.

† Incomplete.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 18—Continued.	
Gray, Cook & Merrit.....	\$2,209 68
Browne & Hasbrouck.....	1,690 55
CLASS No. 20.—Hay and straw.	
Philip Mabie	1,675 00
George D. Cochran	1,725 00
George Hanneman	1,725 70
Charles Spear	1,956 25
W. R. Frasier	1,531 25
James Waldron	1,631 25
Barr & Baxter	1,668 75
N. V. Houseman	*1,475 00
R. Murray, jr.	1,920 00
J. A. H. Campbell	1,721 25
Storer & Stephenson.....	1,925 00
CLASS No. 21.—Provender.	
Philip Mabie.....	4,498 00
George Hanneman.....	*3,573 50
Charles Spear.....	3,726 00
D. R. Frasier.....	4,337 60
James Waldron.....	4,279 80
Barr & Baxter.....	4,474 00
H. A. Salmon.....	3,666 00
J. F. Brennan.....	4,079 00
N. V. Houseman.....	4,264 00
Robert Murray, jr.....	3,968 00
J. A. H. Campbell.....	4,098 00
Walsh & Shipman.....	3,776 00
Storer & Stephenson.....	5,208 00
CLASS No. 22.—Charcoal.	
Philip Mabie.....	550 00
Abram Hyatt.....	600 00
Felix Devlin.....	475 00
D. R. Frasier.....	*425 00
James Waldron.....	475 00
J. F. Brennan.....	575 00
N. V. Houseman.....	468 75
John Murphy.....	650 00
Francis McLorley.....	650 00
Storer & Stephenson.....	875 00
John Wendell.....	600 00
G. W. Peete.....	625 00
CLASS No. 23.—Belting, packing, and hose.	
A. M. C. Smith	*2,082 50
John F. Brennan.....	2,552 50
Alexander Hitchcock	2,240 90
Storer & Stephenson.....	2,696 00
H. S. McCombs & Co.....	2,214 00

Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 23—Continued.	
John Wendell.	\$2,126 00
John H. Haskill.	† 1,744 60
CLASS No. 25.— <i>Iron work and castings.</i>	
Brown & Brownlee.	*6,737 50
John F. Brenan.	10,483 00
Alexander Hitchcock.	8,416 02
Sickles & Smith.	9,651 80
CLASS No. 26.— <i>Machinery and tools.</i>	
John F. Brenan.	790 00
Alexander Hitchcock.	*750 00
CLASS No. 28.— <i>Lightning conductors.</i>	
William A. Orcutt.	*2,917 89
Storer & Stephenson.	21,614 00
John Wendell.	4,214 73
CLASS No. 29.— <i>Diving bell.</i>	
John F. Brenan.	1,065 00
* J. H. Kroelhall.	*1,000 00
William Lang.	3,850 00
B. Maillefort.	2,000 00
G. A. Kams.	2,250 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PHILADELPHIA, UNDER
ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.— <i>Bricks.</i>	
J. Powell.	\$*2,895 00
Storer & Stephenson.	3,690 50
Robert McKay.	3,091 00
P. & A. Stutzer.	3,501 25
CLASS No. 2.— <i>Stone.</i>	
John T. Coleman.	1,217 50
J. C. Lieper.	†904 50
J. Powell.	*991 00
P. J. Field.	1,063 45
A. W. Russell.	2,587 00
Robert McKay.	1,021 55
CLASS No. 3.— <i>Seasoned yellow pine timber.</i>	
D. Risley & Co.	1,009 17
J. Powell.	964 12

* Accepted.

† Informal.

‡ Incomplete.

REPORT OF THE

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 3—Continued.	
Henry Buck.....	\$973 13 *
Joseph Grice.....	973 13
A. H. Cole.....	1,153 34
T. Mosher.....	1,034 40
J. J. Bispham.....	1,261 47
Peters & Reed.....	1,369 59
W. E. Anderson.....	1,081 26
Doughten & Wilson.....	1,315 53
G. W. Peete.....	1,22 43
E. H. Herbert.....	1,261 47
CLASS No. 4.—Seasoned yellow pine lumber.	
D. Risley & Co.....	1,270 00
J. Powell.....	1,257 75
Henry Buck.....	*1,188 00
Joseph Grice.....	1,540 00
A. H. Cole.....	1,382 00
T. Mosher.....	1,369 00
J. J. Bispham.....	1,408 00
Peters & Reed.....	1,796 00
W. E. Anderson.....	1,725 00
Doughten & Wilson.....	1,649 00
G. W. Peete.....	2,377 50
E. H. Herbert.....	1,653 00 *
CLASS No. 5.—Oak and hard-wood timber.	
W. M. Shakespere.....	2,034 07
J. Powell.....	*1,237 52
Nat. Dunn.....	2,222 44
Peters & Reed.....	3,404 63
Doughten & Wilson.....	1,319 22
Samuel Patterson.....	1,300 46
D. S. Walton.....	2,802 24
E. H. Herbert.....	2,209 97
CLASS No. 6.—Seasoned white pine timber and lumber.	
J. Powell.....	*4,209 74
J. M. Dowell, jr.....	6,852 28
Bigler & Wilt.....	4,491 44
Doughten & Wilson.....	4,382 21
Samuel Patterson.....	5,329 68
CLASS No. 7.—Lime and hair.	
J. Powell.....	152 00
Storer & Stephenson.....	608 00
P. J. Field.....	*150 48
CLASS No. 9.—Gravel and sand.	
J. Powell.....	*140 40
P. J. Field.....	146 60

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 10.—Tin.	
J. B. Baxter & Bro.....	\$721 50
J. Powell	663 00
John Wendell	*585 00
Storer & Stephenson	736 00
William Lang.....	702 00
J. Leslie, jr.....	643 65
CLASS No. 11.—Iron, iron spikes and nails.	
J. B. Baxter & Bro.....	757 25
R. Archer & Co.....	660 00
J. Powell	687 37
John Wendell	709 00
Storer & Stephenson.....	866 00
William Lang.....	*635 87
Jos. L. Savage.....	689 37
J. Leslie, jr.	647 20
CLASS No. 12.—Steel.	
J. B. Baxter & Bro.....	258 00
John Wendell	300 00
Storer & Stephenson.....	*254 00
Jos. L. Savage.....	254 50
J. Leslie, jr.....	259 50
CLASS No. 14.—Files.	
J. B. Baxter & Bro.....	275 36
J. H. Shirt & Co.....	306 14
John Wendell	394 00
G. B. Hubbell & Co.....	281 64
Storer & Stephenson.....	316 00
P. J. Field	298 20
Jos. L. Savage.....	301 90
J. Leslie, jr.....	*265 15
CLASS No. 15.—Paints, oils, &c.	
J. H. Sprague & Co.....	833 88
W. D. Kennedy.....	*826 91
John Wendell	992 10
J. L. Bispham	996 07
Storer & Stephenson.....	913 05
J. M. Dowell, jr.....	1,024 51
W. L. Maddock.....	1,189 17
CLASS No. 16.—Ship chandlery.	
C. H. Tisdale.....	5,133 58
James McCusker	5,232 20½
John Wendell	*5,003 90
Storer & Stephenson.....	5,236 84
Jos. L. Savage.....	5,629 84

* Accepted.

REPORT OF THE

ABSTRACT—Continued.

Names of bidders.	Amount of bid
CLASS No. 17.—Hardware.	
J. B. Baxter & Bro.....	*\$1,719 09
John Wendell	2,249 50
Storer & Stephenson.....	2,116 50
William Lang	2,137 50
P. J. Field.....	1,876 56
Joseph L. Savage	2,135 22
J. Leslie, jr.....	1,803 76
CLASS No. 18.—Stationery.	
W. H. Maurice	*784 84
CLASS No. 19.—Firewood.	
T. B. Baxter, jr.....	*275 00
J. Powell.....	287 50
Doughten & Wilson.....	310 00
Samuel Patterson	297 50
D. S. Walton.....	350 00
CLASS No. 20.—Hay and straw.	
C. L. Hughes.....	1,100 00
W. S. McAllister.....	*1,072 50
CLASS No. 21.—Provender.	
W. L. Maddock.....	701 10
C. L. Hughes.....	682 90
W. S. McAllister.....	*652 50
CLASS No. 22.—Charcoal.	
James G. Young.....	*20 00
J. C. Leiper.....	37 50
John Wendell.....	100 00
CLASS No. 23.—Belting, packing, hose.	
J. B. Baxter & Bro.....	495 00
John Wendell	2,770 00
H. S. McCombs & Bro.....	500 00
Storer & Stephenson.....	4,060 00
J. H. Haskell.....	†427 50
P. J. Field.....	*438 00
CLASS No. 26.—Machinery.	
J. B. Baxter, jr.....	1,475 00
Cronsley & Allen	*1,300 00
John Wendell	2,200 00
P. J. Field.....	†930 00
P. J. Field.....	†1,425 00

* Accepted.

† Informal.

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR THE NAVAL ASYLUM, PHILADELPHIA, UNDER
ADVERTISEMENT DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
CLASS No. 1.— <i>Bricks.</i>	
Andrew Robeno, jr.....	*\$3,976 25
CLASS No. 2.— <i>Hats, boots, &c.</i>	
W. Muldoon, jr.....	*1,416 12
W. Muldoon.....	1,451 50
CLASS No. 3.— <i>Provisions.</i>	
John A. Smith.....	6,447 25
C. Heishley.....	*6,310 00
D. Woelpper.....	6,427 50
CLASS No. 4.— <i>Groceries.</i>	
J. G. Young.....	*4,451 25
W. C. Stevenson.....	4,803 50
W. L. Maddock.....	4,507 50
CLASS No. 5.— <i>Dry goods.</i>	
A. Robeno, jr.....	1,304 00
W. L. Maddock.....	*1,293 75
CLASS No. 6.— <i>Bread.</i>	
W. W. Barnes.....	†1,600 00
J. G. Young.....	*1,810 00
CLASS No. 7.— <i>Tobacco.</i>	
J. G. Young.....	*562 50
W. C. Stevenson.....	750 00
W. L. Maddock.....	637 00
CLASS No. 8.— <i>Chandlery.</i>	
J. G. Young.....	*203 11
J. Leslie, jr.....	218 40
W. C. Stevenson.....	249 30
W. L. Maddock.....	212 00
CLASS No. 9.— <i>Hardware.</i>	
J. B. Baxter, jr., & Brother.....	66 18
J. Leslie, jr.....	*48 56
W. L. Maddock.....	74 92
A. Johann.....	52 88
CLASS No. 10.— <i>Iron and nails.</i>	
J. B. Baxter, jr., & Brother.....	24 00
J. Powell.....	20 00
J. Leslie, jr.....	*19 00

*Accepted.

† Informal.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 11.— <i>Paints, oils, &c.</i>	
J. H. Sprague & Co.....	\$87 18
J. M. Dowell, jr.....	107 45
J. L. Bispham.....	105 40
W. L. Maddock.....	114 00
CLASS No. 12.— <i>Files.</i>	
J. B. Baxter, jr., & Brother.....	3 37½
J. Leslie, jr.....	*2 70
CLASS No. 13.— <i>Lumber.</i>	
J. Powell.....	221 25
J. M. Dowell, jr.....	274 00
W. L. Maddock.....	271 00
Doughten & Wilson.....	250 40
CLASS No. 14.— <i>Provender.</i>	
C. L. Hughes.....	*78 00
W. L. Maddock.....	90 00
W. S. McAllister.....	88 80
CLASS No. 15.— <i>Firewood.</i>	
A. Robeno, jr.....	110 00
J. Powell.....	*65 00
W. L. Maddock.....	100 00
W. C. Stevenson.....	100 00
D. S. Walton.....	350 00
CLASS No. 16.— <i>Charcoal.</i>	
J. G. Young.....	*15 00
J. Powell.....	18 75
W. L. Maddock.....	25 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, WASHINGTON, D. C., UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.— <i>Bricks.</i>	
Storer & Stephenson.....	19,125 00
A. & T. A. Richards.....	*15,000 00
CLASS No. 2.— <i>Stone.</i>	
J. W. Bogert.....	3,840 00
J. W. Bogert.....	3,480 00
R. Pettit & Co.....	*1,938 00
Silsby & Co.....	2,028 00
B. B. Williams.....	2,100 00
West & McCullough.....	2,520 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 3.—Yellow pine timber.</i>	
Philip Otterback.....	\$8,908 85
Esau Pickrell.....	7,900 10
J. W. Bogert.....	8,889 50
J. W. Bogert.....	9,989 00
Joseph Grice.....	11,035 37
James Bigler.....	9,221 30
Peters & Reed.....	9,197 80
A. H. Cole.....	17,112 70
H. N. Easby.....	*7,299 00
J. F. Dyer.....	12,581 50
G. W. Lawrence.....	8,244 60
W. T. Dove.....	12,912 70
D. Risley & Co.....	10,883 15
A. J. Foxwell.....	10,870 80
Henry Buck.....	†3,927 15
Samuel Patterson.....	8,350 04
N. A. Dunn.....	§6,000 00
E. H. Herbert.....	§4,945 30
G. W. Peete.....	12,535 86
<i>CLASS No. 4.—Yellow pine lumber.</i>	
Esau Pickrell.....	2,780 00
J. W. Bogert.....	2,649 00
J. W. Bogert.....	2,871 00
T. Mosher.....	2,446 00
Peters & Reed.....	*2,276 00
H. N. Easley.....	2,550 00
J. F. Dyer.....	2,767 00
W. T. Dove.....	2,308 00
D. Risley & Co.....	2,380 00
E. H. Herbert.....	2,600 00
G. W. Peete.....	4,144 00
<i>CLASS No. 6.—White pine, spruce, &c.</i>	
Bigler & Wilt.....	*7,629 84
Esau Pickrell.....	7,928 00
J. W. Bogert.....	9,342 00
J. W. Bogert.....	8,946 00
T. Mosher.....	7,916 00
J. Bigler.....	9,194 00
H. N. Easby.....	8,515 00
J. F. Dyer.....	9,315 00
Samuel Patterson.....	8,344 00
<i>CLASS No. 7.—Lime and hair.</i>	
A. S. Burrows & Co.....	(By lot) *2,160 00
C. W. Blakeman.....	2,400 00
L. P. Hoover.....	2,160 00
C. L. Oudesluys.....	4,560 00
John Wendell.....	3,576 00

* Accepted.

† Incomplete.

§ Not received in time.

REPORT OF THE ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 8.—Cement.	
W. P. Drury.....	\$1,142 40
A. S. Burrows & Co.....	1,470 00
Storer & Stephenson.....	2,520 00
H. Wilde, secretary.....	1,092 00
T. Mosher.....	1,125 60
C. L. Oudesluys.....	1,596 00
M. W. Woodward, secretary.....	*1,050 00
John Wendell.....	1,218 00
CLASS No. 9.—Sand and gravel.	
Philip Otterback.....	*1,704 62
T. Mosher.....	1,935 00
Theodore McGlue.....	1,792 00
CLASS No. 11.—Iron, iron spikes and nails.	
Storer & Stephenson.....	1,085 00
Harvey & Adams.....	822 50
Joseph L. Savage.....	814 10
C. L. Oudesluys.....	906 75
R. Archer & Co.....	*813 75
John Wendell.....	870 00
CLASS No. 12.—Steel.	
Storer & Stephenson.....	825 50
Harvey & Adams.....	*806 25
Joseph L. Savage.....	841 87
John Wendell.....	900 00
CLASS No. 13.—Pig iron.	
Storer & Stephenson.....	3,475 00
Joseph L. Savage.....	3,250 00
C. L. Oudesluys.....	3,150 00
W. B. Scott.....	3,200 00
John Wendell.....	*3,000 00
CLASS No. 14.—Files.	
A. L. Van Buren.....	2,751 00
Storer & Stephenson.....	2,757 00
Thomas M. Sother.....	2,290 85
Joseph L. Savage.....	2,296 50
J. H. Shirt & Co.....	2,340 97
John Wendell.....	2,725 75
G. B. Hubbell & Co.....	*2,241 28
CLASS No. 15.—Paints, oils, &c.	
John Wendell.....	5,208 50
Storer & Stephenson.....	5,134 50
Charles Stott.....	5,324 50
Howell & Morsell.....	5,114 43

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 15—Continued.	
J. M. Dowell, jr.....	\$6,329 00
Z. D. Gilman.....	*5,002 40
W. D. Kennedy.....	†2,265 10
CLASS No. 16.—Ship chandlery.	
Storer & Stephenson.....	1,996 58
Joseph L. Savage.....	*1,788 41
John Wendell.....	†1,600 66
CLASS No. 17.—Hardware.	
Storer & Stephenson.....	*3,765 90
Harvey & Adams.....	3,879 20
Joseph L. Savage.....	3,852 63
John Wendell.....	4,189 90
CLASS No. 18.—Stationery.	
Robert Farnham.....	544 20
Taylor & Maury.....	*518 35
CLASS No. 19.—Firewood.	
Philip Otterback.....	3,132 00
T. Mosher.....	*3,033 00
A. & T. A. Richards.....	3,060 00
H. S. Davis.....	4,455 00
G. T. McGlue.....	3,051 00
A. G. Foxwell.....	3,375 00
G. W. Peete.....	5,400 00
CLASS No. 20.—Hay and straw.	
Philip Otterback.....	*691 80
T. Mosher.....	708 00
Z. M. P. King.....	829 50
Joseph Redfern.....	764 00
W. B. Scott.....	864 00
CLASS No. 21.—Provender.	
Philip Otterback.....	*431 46
W. H. Edes.....	484 36
T. Mosher.....	575 80
A. & T. A. Richards.....	497 40
Z. M. P. King.....	451 20
Joseph Redfern.....	606 64
CLASS No. 22.—Charcoal.	
Philip Otterback.....	1,715 00
C. W. Adams.....	133,000 00
Storer & Stephenson.....	7,000 00
T. Mosher.....	1,379 00
* Accepted. † Incomplete.	

REPORT OF THE

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 22—Continued.	
J. L. Moore.....	\$1,330 00
J. B. Bowman.....	1,328 60
William P. Clark.....	*1,260 00
Joseph Redfern.....	1,820 00
John Wendell.....	3,220 00
G. W. Peete.....	3,640 00
CLASS No. 23.— <i>Belting, packing, hose.</i>	
H. S. McCombs & Co.....	554 50
Storer & Stephenson.....	1,365 00
Joseph L. Savage.....	*459 00
John Wendell.....	630 00
J. H. Haskell.....	†455 40

OFFERS FOR SUPPLIES FOR THE NAVY YARD NORFOLK, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.— <i>Bricks.</i>	
J. Bigler.....	2,930 00
John A. Green.....	3,240 00
Robert McKay.....	4,806 00
John Murphy & Co.....	2,970 00
Storer & Stephenson.....	3,500 00
John A. Higgins.....	5,570 00
Cyrus Gault.....	*2,880 00
CLASS No. 2.— <i>Stone.</i>	
West & McCullough.....	*26,558 24
John Tart.....	40,404 80
James Westcott.....	40,610 93
T. Mosher.....	37,790 40
J. J. Bingham.....	44,655 84
CLASS No. 3.— <i>Yellow pine.</i>	
Joseph Grice.....	600 00
John A. Green.....	460 00
Peters & Reed.....	440 00
Frank Zantzinger.....	500 00
Samuel Marsh.....	500 00
William Lang.....	630 00
John E. Tunis.....	*400 00
John A. Higgins.....	1,200 00
G. W. Peete.....	440 00
E. H. Herbert.....	480 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 5.—Black walnut boards.	
Peters & Reed.....	\$50 00
Frank Zantzinger.....	*30 00
Samuel Marsh.....	32 50
William Lang.....	35 00
John E. Tunis.....	34 50
John A. Higgins.....	125 00
T. Mosher.....	47 50
CLASS No. 6.—White pine.	
John A. Green.....	2,770 00
Peters & Reed.....	2,550 00
Bigler & Wilt.....	2,895 00
Frank Zantzinger.....	3,050 00
Samuel Marsh.....	2,630 00
John E. Tunis.....	*2,520 00
John A. Higgins.....	5,700 00
T. Mosher.....	2,900 00
J. J. Bingham.....	2,920 00
CLASS No. 7.—Lime.	
Peters & Reed.....	*330 00
Samuel Marsh.....	360 00
Storer & Stephenson.....	1,800 00
John E. Tunis.....	360 00
John A. Higgins.....	450 00
John O. Gamage.....	345 00
John Wendell.....	357 00
CLASS No. 8.—Cement.	
M. W. Woodward, secretary.....	1,125 00
Samuel Marsh.....	1,197 00
C. L. Oudesluys.....	1,710 00
William Lang.....	1,575 00
John Murphy & Co.....	1,206 00
Storer & Stephenson.....	2,700 00
John E. Tunis.....	1,341 00
John A. Higgins.....	2,250 00
H. Wilde, secretary.....	1,215 00
John O. Gamage.....	1,305 00
T. Mosher.....	1,224 00
John Wendell.....	*1,116 00
CLASS No. 9.—Sand.	
John A. Green.....	700 00
P. H. Whitehurst.....	*455 00
Peters & Reed.....	472 50
Samuel Marsh.....	700 00
John A. Higgins.....	630 00
John O. Gamage.....	487 90

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 11.—Iron, iron spikes and nails.	
John A. Green.....	\$4,751 55
W. T. Capps.....	*4,112 50
C. L. Oudesluys.....	5,351 25
William Lang.....	5,256 00
Joseph L. Savage.....	5,220 25
Storer & Stephenson.....	6,342 00
John A. Higgins.....	5,074 50
R. Archer & Co.....	4,845 20
Griffith & Wilson.....	5,191 25
John Wendell.....	5,561 50
CLASS No. 12.—Steel.	
E. P. Tabb & Co.....	759 00
William Lang.....	767 50
Joseph L. Savage.....	710 00
Storer & Stephenson.....	819 50
John A. Higgins.....	806 50
Allen, Rose & Capps.....	*675 50
CLASS No. 14.—Files.	
G. B. Hubbell & Co.....	3,217 77
E. P. Tabb & Co.....	2,878 50
A. L. Van Buren.....	3,759 00
Joseph L. Savage.....	3,357 61
Storer & Stephenson.....	3,826 00
Allen, Rose & Capps.....	*2,808 79
J. H. Shirt & Co.....	3,140 26
Griffith & Wilson.....	2,903 24
John Wendell.....	3,196 79
CLASS No. 15.—Paints, oils, and glass.	
William Lang.....	3,884 40
Storer & Stephenson.....	3,859 50
John A. Higgins.....	4,301 00
John McDowell, jr.....	4,292 55
John Wendell.....	*3,835 00
CLASS No. 16.—Ship Chandlery.	
Robert W. Rose.....	*2,246 00
Storer & Stephenson.....	2,785 50
John A. Higgins.....	2,768 25
John Wendell.....	2,555 40
CLASS No. 17.—Hardware.	
E. P. Tabb & Co.....	13,856 05
Storer & Stephenson.....	13,142 00
John A. Higgins.....	11,945 04
J. T. Allyn.....	10,011 25
Griffith & Wilson.....	*8,092 00
John Wendell.....	14,009 50

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 18.— <i>Stationery.</i>	
J. T. Borum & Co	\$630 27
W. P. Griffith	706 83
Vickery & Co	*604 55
CLASS No. 20.— <i>Hay and straw.</i>	
Robert Reid	†1,635 00
B. B. Mosely	1,941 00
John A. Green	2,325 00
Peters & Reed	*1,683 00
Jones & Co	1,950 00
Frank Zantzinger	2,400 00
John E. Tunis	2,010 00
John O. Gamage	2,022 00
T. Mosher	1,938 00
W. B. Scott	2,038 50
Samuel Patterson	2,320 00
CLASS No. 21.— <i>Provender.</i>	
Robert Reid	3,792 00
B. B. Mosely	4,320 00
Sherwood & Young	3,880 00
Peters & Reed	5,960 00
Jones & Co	3,792 00
Frank Zantzinger	4,400 00
John A. Higgins	*3,350 00
CLASS No. 22.— <i>Charcoal.</i>	
P. H. Whitehurst	600 00
Albert Sawyer	*495 00
D. J. Turner	555 00
Frank Zantzinger	600 00
Storer & Stephenson	1,500 00
John Tart	765 00
John Wendell	750 00
G. W. Peete	690 00
D. S. Walton	750 00
E. H. Herbert	\$450 00
D. W. Dozier	\$450 00
CLASS No. 23.— <i>Belting and packing.</i>	
H. S. McCombs & Co	3,262 30
John A. Green	4,248 00
J. H. Haskell	†3,083 40
E. P. Tabb & Co	3,635 00
C. L. Oudesluys	4,703 00
Joseph L. Savage	3,300 50
Storer & Stephenson	4,707 00
John A. Higgins	3,265 00
Allen, Rose & Capps	3,096 00
John Wendell	4,052 00

* Accepted.

† Informal.

‡ Incomplete.

§ Received too late.

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR NAVY YARD, PENSACOLA, UNDER ADVERTISE-
MENT DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
CLASS No. 1.— <i>Bricks.</i>	
C. P. Knapp.....	\$450 00
Brand & Adams	*250 00
Storer & Stephenson.....	475 00
W. H. Baker	300 00
CLASS No. 2.— <i>Stone.</i>	
E. C. Sargent.....	6,561 15
Bodwell & Webster.....	*4,970 16
Pierce & Rowe.....	5,097 60
CLASS No. 3.— <i>Yellow pine timber.</i>	
W. E. Anderson.....	3,100 72
C. P. Knapp.....	*2,625 72
Joseph Grice.....	14,175 48
CLASS No. 4.— <i>Yellow pine lumber.</i>	
W. E. Anderson	890 87
C. P. Knapp.....	*757 71
Joseph Grice	1,566 61
A. L. Avery	792 55
CLASS No. 5.— <i>Hard wood, &c.</i>	
W. E. Anderson.....	279 00
C. P. Knapp.....	*267 50
A. L. Avery.....	416 00
CLASS No. 6.— <i>White pine, spruce, &c.</i>	
W. E. Anderson.....	*612 00
C. P. Knapp.....	740 00
A. L. Avery	830 00
CLASS No. 7.— <i>Lime.</i>	
C. P. Knapp	*518 00
Brand & Adams	556 00
A. L. Avery	693 50
Storer & Stephenson	1,280 00
CLASS No. 9.— <i>Cockle shells.</i>	
C. P. Knapp.....	8,325 00
C. G. Barclay.....	8,775 00
Joseph Wilkins	*7,275 00
CLASS No. 11.— <i>Iron, iron spikes and nails.</i>	
C. P. Knapp.....	4,763 60
A. L. Avery.....	3,509 66

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 11—Continued.	
Storer & Stephenson.....	\$4,218 00
R. Archer & Co.....	*3,288 60
CLASS No. 12.—Steel.	
Brand & Adams.....	*426 00
A. L. Avery.....	485 50
Storer & Stephenson.....	430 00
C. P. Knapp.....	430 00
CLASS No. 14.—Files.	
G. B. Hubbell & Co.....	449 38
Brand & Adams.....	585 75
A. L. Avery.....	748 50
Storer & Stephenson.....	642 00
J. H. Shirt & Co.....	*441 32
CLASS No. 15.—Paints, oils, &c.	
John B. Todd.....	*4,844 80
Brand & Adams.....	5,368 72
A. L. Avery.....	5,183 66
Storer & Stephenson.....	4,939 53
CLASS No. 16.—Ship chandlery.	
John B. Todd.....	*3,122 35
Brand & Adams.....	3,519 90
A. L. Avery.....	3,425 40
Storer & Stephenson.....	4,416 20
CLASS No. 17.—Hardware.	
Brand & Adams.....	*3,368 95
A. L. Avery.....	3,461 90
Storer & Stephenson.....	3,684 50
CLASS No. 18.—Stationery.	
C. P. Knapp.....	1,108 00
A. L. Avery.....	*828 72
Middleton & McMaster.....	920 41
CLASS No. 19.—Firewood.	
C. P. Knapp.....	*3,610 00
A. L. Avery.....	4,035 00
Storer & Stephenson.....	11,000 00
CLASS No. 20.—Hay.	
C. P. Knapp.....	1,885 00
A. L. Avery.....	*1,690 00
Storer & Stephenson.....	3,250 00

* Accepted.

REPORT OF THE

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 21.— <i>Provender.</i>	
C. P. Knapp.....	\$3,625 00
A. L. Avery.....	*3,300 00
Storer & Stephenson.....	5,500 00
CLASS No. 22.— <i>Charcoal.</i>	
C. P. Knapp.....	160 00
Storer & Stephenson.....	800 00
Jesse Pritchett.....	*128 00
CLASS No. 23.— <i>Belting, packing, hose.</i>	
A. L. Avery.....	1,482 00
Storer & Stephenson.....	1,985 00
C. L. Richards.....	*1,474 80
CLASS No. 24.— <i>Copper and composition nails.</i>	
A. L. Avery.....	587 00
Storer & Stephenson.....	506 00
CLASS No. 26.— <i>Iron castings.</i>	
C. P. Knapp.....	*750 00
A. L. Avery.....	1,350 00

* Accepted.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated October 13, 1856.

Forwards estimates for ordnance for the United States Naval Observatory and Hydrographical Office, and for the Naval Academy.

Explains cause of excess in the estimates for ordnance.

Recommends the purchase of an additional supply of cannon powder.

Recommends further improvements in navy yards for preparation and preservation of ordnance stores.

States the progress made in the manufacture of cannon for the propeller steamships.

States that reports from commanders of squadrons and single ships continue to show great attention to preparation for battle and instruction in gunnery.

Explains estimates of superintendent of the United States Naval Observatory, in which a small increase is asked for wind and current charts, &c., and a decrease in the amounts for other objects.

Gives reasons for increase in estimates for Naval Academy, and recommends an increase of \$200 to the pay of assistant librarian.

Recommends that a vessel with auxiliary steam power be used as a practice-ship for midshipmen.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

SIR: I have the honor to forward, herewith, estimates of the amounts supposed to be required for the fiscal year ending June 30, 1858, for ordnance and other articles connected with the armament of the navy; for hydrographical purposes, and other objects under the immediate direction of the superintendents of the Naval Observatory and Hydrographical Office, and the Naval Academy.

The estimate for ordnance purposes exceeds that of the present fiscal year, the excess being for heavy cannon for the armaments of the "Powhatan" and "Cumberland," and shells for general service. Should any new vessels be authorized, an additional amount will be required for the purchase and preparation of their armaments and ordnance stores.

The quantity of powder on hand is not sufficient to fill the magazines, and it would seem to be but prudent to have a supply to meet any emergency; and as it is found that the gunpowder made for the navy does not deteriorate in strength by long keeping, an estimate therefor has been made accordingly.

Further provision is still required at some of the navy yards for the proper preparation and preservation of ordnance stores, and estimates for such improvements as are deemed necessary have been furnished to the Bureau of Navy Yards and Docks.

The cannon for three of the new propeller frigates have been delivered; the remaining number are in process of manufacture and completion, and will probably be ready in the course of the next two months.

The reports from commanders of squadrons and single ships continue to show great attention on the part of the officers to the general preparation for battle, and to the instruction of the men in practical gunnery, and afford evidence that the armaments and ordnance equipments of our vessels are efficient and satisfactory.

The letter from the superintendent of the Naval Observatory and Hydrographical Office shows a decrease of one thousand dollars in the estimates for his office; there is a small increase in the amount for continuing the publication of the series of wind and current charts, and for extending to the shore the system of meteorological observations, and a decrease for other objects, as will be shown by his letter accompanying this report.

The superintendent of the Naval Academy asks for a small increase over the appropriation for the present fiscal year, to complete the seawall and pave the roads running through the academy grounds; both works are very necessary and important.

An increase of two hundred dollars is asked for the assistant librarian. In view of the small amount of compensation he now receives, it seems but just that this increase should be allowed.

The board of examiners again recommend, with which recommendation the bureau concurs, that a vessel with auxiliary steam power be used as a practice-ship. As all the vessels now being constructed are supplied with this power, it is obvious that the young men educated for the navy should be instructed in this very important branch of their profession. The vessel could be well employed, after the annual summer cruise with the acting midshipmen, in giving instructions to officers and men in practical gunnery, which it is considered very important to diffuse throughout the service.

I have the honor to be, sir, very respectfully, your obedient servant,
D. N. INGRAHAM,
Chief of Bureau.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1858.

For what objects.	Amount estimated for year ending June 30, 1858.	Amount appropriated for year ending June 30, 1857.
A.—For pay and contingent expenses of the bureau....	\$13,090 00	\$13,090 00
B.—For pay of officers on ordnance duty.....	20,300 00	24,100 00
C.—For ordnance and ordnance stores.....	304,000 00	221,000 00
F.—For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office.....	67,160 00	68,160 00
G.—For the pay of superintendent and officers on duty at the Naval Observatory and Hydrographical Office.....	37,000 00	37,000 00
H.—For the erection, repair, &c. of buildings, and for contingent expenses at the Naval Academy....	42,307 22	39,595 22
I.—For the pay of officers, &c. at the Naval Academy.	96,831 00	93,781 00
D.—Statement of value of stores on hand, and values received and expended from July 1, 1855, to June 30, 1856.....	.....	.....
E.—Statement of amount and cost of labor from July 1, 1855, to June 30, 1856.....	.....	.....
Total.....	580,688 22	496,726 22

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1858.

For salary of chief of the bureau, per act of August 31, 1842, volume 5, section 3, page 579.....	\$3,500 00
For salary of one fourth class clerk, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211.....	1,800 00
For salary of four second class clerks, including draughtsmen, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211, and act of April 22, 1854, pamphlet edition, page 276	5,600 00
For salary of messenger, per act of August 31, 1842, volume 5, section 6, page 580, and act of April 22 and August 4, 1854, pamphlet edition of laws and joint resolution of August 18, 1856.....	840 00
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of laws, page 145	600 00
	<u>12,340 00</u>
Appropriated for year ending June 30, 1857	<u>12,340 00</u>
<i>Contingent Expenses.</i>	
For blank books, stationery, and for miscellaneous items.....	750 00
Appropriated for year ending June 30, 1857	<u>750</u>

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1858.

One captain, as inspector.....	\$2,800 00
One commander, as assistant inspector, charged with experiments in gunnery, at the Washington navy yard.....	2,500 00
Ten lieutenants, as assistant inspectors, at \$1,500.....	15,000 00
	<u>20,300 00</u>
Amount appropriated for year ending June 30, 1857.....	<u>24,100 00</u>
Less	3,800 00

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

C.

Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses for the year ending June 30, 1858.

For cannon	\$50,000 00
For gun carriages and gun carriage timber.....	30,000 00
For shells, and for fitting the same for service.....	30,000 00
For boat and field guns.....	17,500 00
For purchase of small arms and laboratory stores	50,000 00
For purchase of gunpowder.....	36,000 00
For labor at yards, besides that included above in cost of articles.....	70,000 00
For freight and transportation, printing and contingent expenses of all kinds, for ordnance purposes.....	20,500 00
	304,000 00
Amount appropriated for year ending June 30, 1857.....	221,000 00
* Excess	83,000 00

* This excess is caused by the amount required for cannon to arm the Powhatan and Cumberland, and for shells for general service.

The estimate for labor at yards has been increased \$20,000, as the amounts heretofore estimated and appropriated have not been sufficient to meet the expenditures actually necessary under that head.

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

D.

Statement of cost or estimated value of stores on hand at the several navy yards, July 1, 1855; of articles received and expended, from June 30, 1855, to June 30, 1856; and of those remaining on hand July 1, 1856, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards.	On hand July 1, 1855.	Receipts.	Expenditures.	On hand July 1, 1856.
Portsmouth	\$125,317 62	\$37,549 69	\$8,935 97	\$153,931 34
Boston	502,676 19	188,316 86	217,127 01	473,866 04
New York	515,980 59	123,122 68	87,726 35	551,376 92
Philadelphia	38,620 80	68,420 59	25,302 09	81,739 30
Washington	147,082 69	133,161 99	142,978 45	138,166 23
Norfolk	529,585 09	244,639 84	172,721 95	601,502 98
Pensacola	100,945 69½	9,931 30	1,088 61	109,788 38½
Mare Island	656 50	365 69	375 69	646 50
On the lakes	38,746 48			38,746 48
Total	1,999,611 65½	805,508 64	655,356 12	2,149,764 17½

D. N. INGRAHAM, Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1855, to July 1, 1856, at the respective navy yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy yards.	No. of days' labor.	Cost of labor,	Average per day.
Portsmouth -----	4,373	\$7,970 90	\$1 81
Boston -----	17,647 $\frac{3}{4}$	30,102 84	1 71
New York -----	14,068	22,026 88	1 56
Philadelphia -----	4,180 $\frac{1}{2}$	8,419 33	2 01
Washington -----	49,845 $\frac{1}{2}$	84,508 46	1 69 $\frac{1}{2}$
Norfolk -----	17,928	32,495 54	1 81
Pensacola -----	511	875 48	1 71
Mare Island -----	36 $\frac{1}{2}$	147 00	4 03
	108,590 $\frac{1}{4}$	186,546 43	1 62

D. N. INGRAHAM, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 13, 1856.*

UNITED STATES NAVAL OBSERVATORY, &c.,
Washington, September 12, 1856.

SIR: I have the honor herewith to submit estimates for the support of this office for the year ending June 30, 1858. They are marked (F.)

It will be observed that these estimates do not, by \$1,000, call for as much as the appropriations for the year current allow.

Upon examination, it will appear that the estimates under items 1 and 4 call for \$6,000 less than is allowed by current appropriations, and that under item 3, \$5,000 more, for the year ending June 30, 1858, are called for than the appropriations for the year current allow.

The difference in the first two cases is owing to the fact that the requirements of the office under those two heads will have been met, to a considerable extent, by the appropriations for the two last years, thus limiting expenses for the next year to a considerable extent to wear and tear.

Under the 3d item, on the other hand, the estimate for the next fiscal year calls for more than the appropriations for the year current allow. It is very desirable and would be very advantageous to the public service to extend the system of meteorological observations and research, which has proved so beneficial at sea, so as to include certain phenomena connected with the same system as they occur on the land.

For example: Many of the storms which are so disastrous to the shipping along the coast commence far in the interior. The march is progressive, the telegraph can outstrip them, and may give to the outward-bound shipping in our harbors warning of their approach.

A properly organized and well conducted system of meteorological observations and weather reports through the telegraph would, I have no doubt, be alike beneficial and creditable by its results to the whole country, as well as to its commerce and navigation.

The French minister of war, Field Marshal Count Vaillant, alluding at a recent sitting of the Academy of Sciences to the importance of a regular system of meteorological observations on the *land*, both to military and naval operations, referred to the November storm of 1854, which proved so disastrous to the shipping of the allies in the Black sea. He used this language:

“About a year ago, that dreadful tempest which broke loose upon the allied fleets in the Black sea was announced from Austria by the electric telegraph a long time before it was felt at Paris. It appears then that, by the aid of the telegraph and barometrical observations, we may be apprized several hours or several days before of great atmospherical disturbances which happen at the distance of 1,000 or 1,500 leagues. How advantageous, then, would such a warning be to our coasters and fishermen, who are seldom lost excepting when the storm takes them by surprise.”

I have seen it stated that no less than six fine American ships, some of them of the largest class, that put to sea from New York, just as the terrible gale of last winter happened to be springing up, have never been heard of since.

When we recollect how much less able to withstand the storm are the fleets of coasters, fishing smacks, &c., that are daily plying in and out of every harbor along the coast, and on the lakes; and when, moreover, we call to mind the fact, that on the average no less than two American vessels suffer shipwreck daily, we may form some idea of the advantage which telegraphic warnings of these storms from the land would afford to the shipping and commerce and people of the country. Other industrial pursuits and great interests, agriculture and public convenience among them, would also participate largely in the benefits that are sure to result from such extension of this plan of research.

It may not be amiss to call your attention more particularly to the occasion which called from the field marshal of France the remarks quoted above.

About a year ago, he, as minister of war, requested the views of the Academy of Sciences as to the establishment of certain meteorological observations in Algeria. The subject was referred by the academy to a committee of the most eminent meteorologists. They brought in a report and submitted a plan, and during the discussion which followed the minister of war is represented to have said:*

“Is it true, that in a new country like Algeria, conquered yesterday and pacified to-day, we require observations more precise than those which have been made in Europe; and that unless they reach this precision they will be useless, in reference to the purposes of colonization, the kinds of culture to be introduced, the health of the army, and of the natives and other inhabitants? We do not believe it, and in support of our opinion will mention a few facts. This year the cotton crop has been very satisfactory in one of the provinces of Algeria, very moderate in another, and very bad in a third. These differences, which always have a money value, and which lead either to the prosperity or ruin of the agricultural colonists—do we not

*North British Review—American edition, vol. xx, No. 1.

know what produced them in 1855, and what may produce them still? It is neither the mode of culture, nor the attention paid to the plant, nor even the nature of the soil; it is simply the time of the rains in the provinces of Algiers, Oran, and Constantine. When the cotton has reached a certain stage of its growth, it must not be drenched with water. If it rains then, it is wholly lost. How important then is it to the colonist to know beforehand, without having to make experiments himself which might lead to his ruin, if in such and such locality he must sow sooner or later, and whether his crops shall be exposed to be burned by the winds of the desert, or drowned in the floods of unseasonable rains. What can direct in this matter, except a series of observations, even though incomplete, provided they extend over a sufficient number of years?" The count then states that "they have recently received a species of cotton which ripens in a comparatively short time, that it must be tried in localities where the rain takes place soonest; and that, therefore, it is of the greatest importance to learn from meteorological observations where such places are."*

Meteorological observations in our new territories would be as beneficial to the emigrants that are flocking there as they would be to the colonists of Algeria, for our own fellow-citizens would thus learn, without every one making the experiment for himself, what fruits, plants, and vegetables would flourish best in the new country. Each would therefore carry with him, in the first instance, those best adapted to its climate and to his own purposes.

You are aware that the wind and current charts, which have elicited so much favorable commendation in seafaring and commercial circles, are based upon data derived entirely from voluntary co-operation. The only return made to the observer, who furnishes his own instruments and observations, is a single copy of the charts and sailing directions, which his own researches may help to make.

I am induced to believe that the system of co-operation may be extended along the shore, and that observations may be procured from farmers and others also by voluntary co-operation; that the chief expenses connected with them would be those of discussing the observations and publishing the results. And this amount, if I were allowed to employ officers of the reserved list on the work, would be reduced to a sum altogether insignificant, and such as would be required mainly for stationery, printing, and the like.

It is believed that the sum called for in the estimates will be sufficient to extend from the sea to the land this admirable system of meteorological co-operation and research. At any rate, it will suffice to give practical proof of the value and importance of the magnetic telegraph as a meteorological and nautical implement.

Respectfully, &c.,

M. F. MAURY,

Lieutenant U. S. Navy, Superintendent.

Capt. D. N. INGRAHAM,

Chief of the Bureau of Ordnance and Hydrography.

* *Comptes Rendus, &c.*, 31st Dec. 1855, vol. xli.

Wind and current charts on hand September 30, 1856.

TRACKS.—SERIES A.

<i>North Atlantic.</i>		
	<i>Sheets.</i>	
No. 1.....	566	
2.....	1,086	
3.....	391	
4.....	722	
5.....	971	
6.....	1,141	
7.....	583	
8.....	1,141	
		6,601

<i>South Atlantic.</i>		
No. 1.....	712	
2.....	519	
3.....	865	
4.....	648	
		2,744

<i>South Pacific.</i>		
No. 5.....	298	
10.....	448	
		746

<i>North Pacific.</i>		
No. 2.....	866	
6.....	760	
7.....	1,133	
8.....	979	
9.....	793	
10.....	767	
11.....	820	
		6,118

<i>Indian Ocean.</i>		
No. 4.....	699	
5.....	410	
7.....	842	
8.....	600	
9.....	379	
10.....	469	
11.....	417	
		3,786

SERIES B.

<i>Atlantic</i>	860
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PILOT.—SERIES C.

<i>North Atlantic.</i>		
No. 1.....	773	
2.....	788	
		1,561

<i>South Atlantic.</i>		
No. 1.....	873	
2.....	754	
		1,627

PILOT.—SERIES C—Continued.

<i>Cape Horn.</i>		
	<i>Sheets.</i>	
No. 1.....	897	
2.....	923	
		1,820

<i>South Pacific.</i>		
No. 1.....	591	
2.....	621	
5.....	400	
6.....	437	
		2,049

<i>North Pacific.</i>		
No. 1.....	871	
2.....	393	
3.....	280	
5.....	539	
6.....	1,022	
		3,105
<i>Brazil</i>		798

THERMALS.—SERIES D.

<i>North Atlantic.</i>		
No. 1.....	534	
2.....	478	
3.....	499	
4.....	623	
5.....	511	
6.....	538	
7.....	529	
8.....	527	
		4,239

<i>South Atlantic.</i>		
No. 1.....	635	
2.....	527	
3.....	622	
4.....	662	
		2,446

STORM AND RAIN.— SERIES E.

<i>North Atlantic</i>	268
<i>South Atlantic</i>	276

WHALE CHART.—SERIES F.

No. 1.....	184	
2.....	206	
3.....	124	
4.....	191	
		705
<i>Programme, Whale</i>		329
Total number of sheets on hand....		40, 078

Number of sheets of the wind and current charts published since June 30, 1855, to September 30, 1856.

	<i>Sheets.</i>
North Atlantic, Series A: No. 1, 6,000; No. 2, 7,000; No. 3, 4,272; No. 4, 4,000; No. 5, 4,000; No. 6, 6,000; No. 7, 4,000; No. 8, 4,000; 39,272 impressions, making.....	9,818
South Atlantic, Series A: No. 1, 4,000; No. 2, 4,000; No. 3, 4,000; No. 4, 2,000; 14,000 impressions, making.....	3,500
North Pacific, Series A: No. 2, 4,000; No. 5, 2,000; No. 6, 4,000; No. 7, 2,000; No. 8, 4,000; No. 9, 4,000; No. 10, 4,000; No. 11, 2,000; 26,000 impressions, making.....	6,500
South Pacific, Series A: No. 10, 3,000; 3,000 impressions, making.....	750
Indian Ocean, Series A: No. 4, 4,000; No. 5, 2,000; No. 7, 4,000; No. 8, 4,000; No. 9, 4,000; No. 10, 4,000; No. 11, 4,000; 26,000 impressions, making....	6,500
North Atlantic, Series C: No. 1, 1,500; No. 2, 1,500; 3,000 impressions, making.....	3,000
South Atlantic, Series C: No. 1, 1,500; No. 2, 1,500; 3,000 impressions, making.....	3,000
Brazil, Series C.....	500
Cape Horn, Series C: No. 1, 1,000; No. 2, 1,000; 2,000 impressions, making..	2,000
North Pacific, Series C: No. 1, 1,000; No. 2, 500; No. 3, 500; No. 5, 500; No. 6, 1,000; 3,500 impressions, making.....	3,500
South Pacific, Series C: No. 1, 500; No. 2, 1,000; No. 6, 500; 2,000 impressions, making.....	2,000
North Atlantic, Series D: No. 1, 2,000; No. 2, 2,000; No. 3, 2,000; No. 4, 2,000; No. 5, 2,000; No. 6, 2,000; No. 7, 2,000; No. 8, 2,000; 16,000 impressions, making.....	4,000
South Atlantic, Series D: No. 1, 3,000; No. 2, 3,000; No. 3, 3,000; No. 4, 3,000; 12,000 impressions, making.....	3,000
North Atlantic, Series E.....	1,000
South Atlantic, Series E.....	1,000
Total number of sheets.....	50,068
Costing, in the aggregate.....	\$19,783 50

F.

Estimate of the amount required for the United States Naval Observatory and Hydrographical Office for the year ending June 30, 1858.

For the purchase and repair of nautical and astronomical instruments ; and for the purchase, binding, and backing of nautical books, maps, and charts required for the use of the navy.....	\$18,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations.....	15,000 00
For continuing the publication of the series of wind and current charts, and defraying all the expenses connected therewith, including an extension to the shore of the system of meteorological co-operation and research upon which said charts are based.....	23,000 00
For models, drawings, and copying, postage, freight, and transportation; for working lithographic press, including chemicals; for keeping grounds in order; for fuel and lights, and all other contingent expenses.....	8,000 00
For the wages of the following persons employed at the United States Naval Observatory and Hydrographical Office, viz : one lithographer, one instrument maker, two watchmen, and one porter	3,160 00
Total.....	67,160 00
Amount appropriated for year ending June 30, 1857.....	68,160 00
Less.....	1,000 00

D. N. INGRAHAM,
Chief of the Bureau

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

G.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office for the year ending June 30, 1858.—Chargeable to the general appropriation for “pay of the navy.”

One lieutenant, as superintendent.....	\$3,000 00
Ten lieutenants at \$1,500 per annum each.....	15,000 00
Eight passed midshipmen at \$750	6,000 00
Six professors of mathematics at \$1,500.....	9,000 00
One assistant observer, (civil)	2,500 00
One clerk, (civil)	1,500 00
Total.....	37,000 00
Amount appropriated for the year ending June 30, 1857.....	37,000 00

D. N. INGRAHAM,
Chief of the Bureau

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

H.

Estimate of the amount required for the erection and repairs of buildings, for improvement and preservation of the grounds, and for contingencies at the Naval Academy, for the year ending June 30, 1858.

For two houses in one block, as per plan A.....	\$9,000 00
For paving with rubble stone the roads within the walls of the academy, now greatly cut up.....	4,890 00
For keeping gas and steam works in repair.....	300 00
For constructing marine stone wall from boat house to western wall, and thus completing the entire enclosure of water fronts of the academy, and for filling in the same	3,672 00
For repairs of all kinds.....	5,000 00
	22,862 00

For the wages of the following persons, viz:

Assistant librarian.....	700 00
Six watchmen, at \$1 37½ per day, each.....	3,011 22
Messenger.....	312 00
Attendant at recitation hall, at \$18 per month	216 00
Attendant at laboratories, at \$18 per month.....	216 00
Attendant at library building and at the observatory and chapel, at \$18 per month	216 00
Attendant at gas and heating apparatus, at \$1 75 per day.....	638 75
Attendant at gas and heating apparatus, at \$1 50 per day.....	547 00
Two attendants at gas and heating apparatus, at \$1 25 per day, each.....	912 50
One mechanic to superintend and be the head workman at the workshop, at \$1 75 per day.....	638 75
One mechanic to assist head workman, at \$1 50 per day.....	547 00
Ten laborers to attend and keep in order midshipmens' quarters and public grounds.....	1,640 00
	9,595 22

H—Continued.

<i>Contingent expenses.</i>	
For materials for heating and lighting the establishment.....	\$3,950 00
For the purchase of books for the library.....	2,000 00
For stationery, blank books, and forms.....	500 00
For furniture and fixtures for public buildings.....	2,000 00
For incidental repairs and expenses in the astronomical and philosophical departments.....	400 00
For all other incidental expenses, freight, &c.....	1,000 00
	9,850 00
Total amount required for Naval Academy, for the year ending June 30, 1858.	42,307 22
Amount appropriated for the year ending June 30, 1857.....	39,595 22
Excess	2,712 00

NOTE.—The two houses included in this estimate are intended as quarters for assistant professors, and they are asked for both upon the grounds of public utility and of justice to those officers. The Board of Examiners last year recommended this appropriation in the following terms: "Additional quarters are required for several of the assistant professors, and other persons attached to the academy, who are now compelled to find quarters in Annapolis; a necessity which is attended with great inconvenience to themselves, and not unfrequently acts as an interruption to the prompt performance of public duty."

The Board of the present year repeated this recommendation, and I beg leave to urge it as one of the measures suggested by my experience to promote the welfare of the academy.

Substantial stone pavements along our thoroughfares are just as important here as on the streets of our cities. The improvement has been recommended by one or more Boards, and its utility will be obvious to every one who will give the subject a moment's consideration. The sum now asked for to complete the wall along the northern water front has become necessary by the extension of the grounds by purchase. It is all that will ever be required for that purpose, so long as the academy grounds are confined to their present limits.

A small increase of \$200 is asked for the assistant librarian. Our library is yearly increasing in importance, and it is impossible to retain the services of a proper person now, at the small compensation allowed. The salary does not exceed that of a common laborer.

Respectfully submitted,

L. M. GOLDSBOROUGH, *Superintendent.*

AUGUST 14, 1856.

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 13, 1856.*

D. N INGRAHAM, *Chief of the Bureau.*

*Estimate for a block of two houses, to be occupied by the assistant professors at the Naval Academy.—See plan.**

25,410 feet of joist and scantling.....	\$508 00	
10,000 feet of flooring	500 00	
10,000 feet of one-inch cullings.....	250 00	
10,000 feet of one and two-inch plank	550 00	
		\$1,808 00
Carpenter's work		1,899 00
<i>Hardware.</i>		
60 door locks; 60 pairs 4 by 4 butt hinges; 76 pairs parliament hinges; 38 sets shutter fastenings; 96 dozen ear-pulleys; 50 pounds brads; 20 pounds sash cord; 20 pounds glue; 500 pounds sash weights; 1,000 pounds nails..		300 00
<i>Bricks, brickwork, painting, &c.</i>		
White lead, oil, and turpentine, \$143; glass, \$50; workmanship, \$207.....		400 00
Mantels, \$125; slating, \$400; tinning, spouting, &c., \$120; stone sills and lintels, \$250		895 00
47 perches stone, \$94; 75,000 red bricks, \$675; 100,000 run of the kiln, \$750; 50,000 laths, \$175; 125 bushels hair, \$34 75; 600 pounds nails, \$35; 973 bushels lime, \$437 88; 4,500 bushels sand, \$157 50....		2,358 63
Laborers' and carters' work.....		250 00
Laying 175,000 bricks		555 00
Plastering 2,800 yards.....		360 00
Two sets granite steps, one for each house.....		175 00
Total required for two houses		9,000 63

* For plan of buildings see Ex. Doc. No. 1, 34th Congress, 1st session.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the Naval Academy for the year ending June 30, 1858, chargeable to the general appropriation for "pay of the navy."

One superintendent, (captain)	\$2,800 00
One commandant of midshipmen, (commander).....	1,900 00
Three assistants to commandant of midshipmen, to aid instructing in seamanship, practical gunnery, and for police duties, (lieutenants).....	3,600 00
One surgeon	2,250 00
One chaplain.....	1,500 00
One professor of astronomy and navigation.....	1,500 00
One professor of mathematics.....	1,500 00
One professor of field artillery and infantry tactics	1,500 00
One professor of natural and experimental philosophy.....	1,500 00
One professor of English studies.....	1,500 00
One professor of the French language	1,500 00
One professor of the Spanish language.....	1,500 00
One professor of drawing and teacher of the art of defence.....	1,500 00
One assistant professor of astronomy, (lieutenant).....	1,050 00
Three assistant professors of mathematics, (lieutenants).....	4,500 00
Three assistant professors of English studies, (one lieutenant and two civil)...	3,500 00
One assistant professor of natural and experimental philosophy.....	1,000 00
One assistant professor of French.....	1,000 00
One secretary	1,250 00
One clerk to superintendent.....	700 00
One clerk to purser	500 00
One carpenter.....	840 00
One hundred and fifty acting midshipmen as students.....	52,500 00
One gunner's mate	372 00
One hospital steward.....	360 00
One quarter gunner.....	312 00
One coxswain to attend boats	288 00
One steward for acting midshipmen's mess	288 00
One cook for acting midshipmen's mess	216 00
Two seamen, one to assist gunner's mate and the other to keep mechanics' time, for police duties, &c	576 00
One ordinary seaman to attend at hospital	193 00
One master of the band.....	312 00
Six musicians of the first class	1,512 00
Five musicians of the second class.....	1,080 00
One drummer, } payable from the appropriation for marine corps	432 00
One fifer, }	
	96,831 00
Amount appropriated for year ending June 30, 1857.....	93,781 00
Excess.....	3,050 00
Difference reconciled as follows :	
*Increase to superintendent (authorized by law).....	\$300 00
*Increase to commandant of midshipmen (authorized by law).....	100 00
*Increase to three assistants to commandant of midshipmen (authorized by law).....	600 00
*Increase to assistant in department of astronomy (authorized by law).....	50 00
*Increase to three assistants in department of mathematics (authorized by law).....	1,500 00
*Increase to assistant in department of English studies (authorized by law).....	500 00
	3,050 00

* These officers have all been promoted one grade since the last estimate.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

No 4.

Abstract of report for the Bureau of Construction, &c.

The estimates submitted are for the usual number of vessels in commission, and vary slightly from those of last year, occasioned chiefly by the increased number of steam vessels, and some of the larger class of ships that require repairs.

Suggestions are made that the number of the small class sailing vessels be increased; and that a larger stock of the principal building materials be provided.

No further appropriation is required for six steam frigates, and they are all afloat.

The war steamer building at Hoboken is still in progress, for which Congress has appropriated the whole amount called for by the contract.

NAVY DEPARTMENT,
Bureau of Construction, &c., October 21, 1856.

SIR: In compliance with your instructions, it is respectfully submitted that the estimated amount necessary for the repairs and equipment of the vessels of the navy during the fiscal year ending 30th June, 1858, that the usual number may be kept in commission is \$2,877,000, being \$77,500 more than the amount appropriated for the present fiscal year.

As different classes of ships are successively brought forward for service, and as the number of steam vessels increases, the amount required for repairs will necessarily vary, and most of the vessels in the service being old ships, the expenses upon them will annually increase.

There being now so few sailing vessels of small class remaining in the navy, which class is very useful in time of peace, it is respectfully suggested for consideration that their number be increased. Several of the frigates that require extensive repairs can be converted into formidable sloops-of-war, but there are none of the sloops-of-war that can well be reduced to a lower rate.

The annual appropriations heretofore made have been merely sufficient for the actual current wants of the navy, and when there arises any sudden and increased demand the supplies of the principal building materials of a proper quality can only be obtained at extravagant rates, as was experienced in building the steam frigates, recently. It is therefore respectfully submitted that an appropriation be made for the purpose of laying in a larger stock, to be properly distributed at the several yards.

Purchasing these materials in large quantities with the promptness and certainty of payment, enables the government to obtain its supplies at the lowest rates, and being inspected by competent persons insures their being of the best quality.

The six steam frigates built in accordance with the act of Congress of the 6th of April, 1854, are all afloat, and two of them are in commission; the others can be fitted for sea as soon as may be desired.

The war steamer for harbor defence, contracted for with Mr. R. L. Stevens, by act of Congress of 14th April, 1842, is still in progress of construction. The whole amount of the contract, \$586,717 84, has now been appropriated by Congress, of which \$500,000 has been paid; the residue, by the terms of the contract, can only be paid when the ship is completed and received by the government. It has been officially reported to this bureau that the cost to complete the vessel will be \$725,282 16 more than the sum named in the contract, but there is nothing on the records to show that the department directed or sanctioned any departure from the original contract.

I have the honor to be, very respectfully, your obedient servant,
JOHN LENTHALL,
Chief of the Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending June 30, 1858.

For salary of chief of bureau, per act 31st August, 1842, volume 5, section 3, page 579, and act of March 3, 1855, volume 10, page 675 - - - - -	\$3,500 00
For salary of engineer-in-chief, per act of August 31, 1842, volume 5, section 4, page 577 - - - - -	3,000 00
For salary of chief clerk, (4th class,) per act of March 3, 1853, volume 10, page 210 - - - - -	1,800 00
For salary of seven clerks, (2d class,) per acts of March 3, 1853, volume 10, page 210, and of April 22, 1854, page 276 - - - - -	9,800 00
For salary of one clerk, (1st class,) per acts of March 3, 1853, and of April 22, 1854 - - - - -	1,200 00
For salary of one messenger, per acts of August 31, 1842, volume 5, section 6, page 580, and of April 22, 1854, and August 18, 1856 - - - - -	840 00
For salary of two laborers, one for the bureau and one for the office of engineer-in-chief, per act of August 18, 1856 - - - - -	1,200 00

21,340 00

CONTINGENT EXPENSES.

For blank books, binding, stationery, printing, and miscellaneous items - - - - -	800 00
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22,140 00

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1858.

For the fiscal year ending June 30, 1857	-	-	-	\$2,489,116 00
For the fiscal year ending June 30, 1858	-	-	-	<u>2,549,116 00</u>

The increase is occasioned by an estimate of three months' pay to men re-enlisting with honorable discharges, as authorized by the "Act to provide a more efficient discipline for the navy," approved March 2, 1855, omitted in last year's estimates.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment and repair, for wear and tear of vessels in commission, including fuel for steamers, and the purchase of hemp for the navy, for the fiscal year ending June 30, 1858.

For the fiscal year ending June 30, 1857:				
Construction, &c.	-	-	-	\$2,799,500 00
Stevens' war steamer	-	-	-	86,717 84
				<u>2,886,217 84</u>

For the fiscal year ending June 30, 1858:				
Construction, &c.	-	-	-	<u>2,877,000 00</u>

The variation is occasioned by the necessary repairs of some of the larger classes of ships.

D.

Estimate of the amount required for the expenditures under the head of "enumerated contingent," for the fiscal year ending June 30, 1858.

For the fiscal year ending June 30, 1857	-	-	\$350,000 00
For the fiscal year ending June 30, 1858	-	-	350,000 00

RECAPITULATION OF ESTIMATES.

Civil.

Salaries	-	-	-	-	21,340 00
Contingent	-	-	-	-	800 00

Navy.

Pay of the navy	-	-	-	-	2,549,000 00
Construction, &c.	-	-	-	-	2,877,000 00
Contingent enumerated	-	-	-	-	350,000 00

E.

Vessels in commission belonging to the navy on October 1, 1856.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
SHIPS-OF-THE-LINE.						
Pennsylvania	120	.....	Philadelphia.....	1837	.....	Receiving ship, Norfolk.
North Carolina	84	.....	do	1820	.....	Receiving ship, New York.
Ohio.....	84	.....	New York.....	1820	.....	Receiving ship, Boston.
FRIGATES.						
Independence	56	550	Boston.....	1814	Oct. 10, 1854	Pacific.
Congress.....	50	400	Portsmouth	1841	July 16, 1855	Mediterranean.
Savannah	50	400	New York.....	1842	Sept. 14, 1853	Brazil.
St. Lawrence.....	50	400	Norfolk.....	1847	.....	Do.
SLOOPS.						
Constellation	36	380	Norfolk, (rebuilt)	1855	.....	Mediterranean.
St. Mary's	22	162	Washington	1844	Oct. 15, 1853	Pacific.
Portsmouth	22	162	Portsmouth	1843	.....	East Indies.
Jamestown	22	162	Norfolk	1844	April 6, 1853	Coast of Africa
Plymouth	22	162	Boston.....	1843	.....	Practice ship
Germanatown	22	144	Philadelphia.....	1846	Dec. 2, 1853	Brazil.
John Adams.....	22	162	Norfolk, (rebuilt)	1831	Oct. 25, 1854	Pacific.
Saratoga	20	142	Portsmouth	1842	Sept. 11, 1855	Home squadron.
St. Louis.....	20	.....	Washington	1828	Nov. 10, 1855	Coast of Africa.
Vandalia	20	142	Philadelphia.....	1828	Mar. 5, 1853	East Indies.
Levant	20	.....	New York.....	1837	Sept. -, 1855	Do.
Decatur	16	104	do	1839	June 16, 1854	Pacific.
Cyane	20	.....	Boston	1837	April 28, 1855	Home squadron.

VESSELS IN COMMISSION—Continued.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
BRIGS.						
Dolphin.....	4	.....	New York.....	1836	May 8, 1855	
STORE AND RECEIVING SHIPS.						
Alleghany	10	.....	Pittsburg, Pa.....	1847	.....	Receiving ship, Baltimore.
Relief	6	36	Philadelphia.....	1836	.....	
Supply	4	30	Purchased	1846	.....	
Fredonia	4	12	do.....	1846	.....	
Warren .....	.....	.....	Boston	1826	.....	Stationed at Valparaiso.
Union .....	.....	.....	Norfolk	1842	.....	Store ship, Mare island.
Release .....	.....	.....	Purchased	1855	.....	Receiving ship, Philadelphia. Special service.
STEAMERS.						
Merrimac.....	50	.....	Boston	1855	.....	Special service.
Wabash	50	.....	Philadelphia.....	1856	.....	Home squadron.
San Jacinto	13	.....	New York.....	1850	.....	East Indies.
Susquehanna	15	.....	Philadelphia.....	1850	June 16, 1856	Mediterranean.
Massachusetts	9	75	Transferred from War Depart- ment.	.....	July 5, 1854	Pacific.
Michigan	1	70	Erie, Pa	1844	.....	Lakes.
Vixen	1	.....	Purchased	1846	.....	Coast survey.
John Hancock	3	50	Boston	1850	June 11, 1853	Pacific.
Arctic .....	.....	.....	Philadelphia.....	1855	June 4, 1855	Special service.
Engineer .....	.....	.....	Purchased .....	.....	.....	Norfolk, (tender.)

F.

Vessels in ordinary, repairing, equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
<i>Ships-of-the-line.</i>				
Vermont	74	Boston	1848	Boston.
Columbus	74	Washington	1819	Norfolk.
Delaware	74	Norfolk	1820	Do.
<i>Frigates.</i>				
United States	50	Philadelphia	1797	Do.
Constitution	50	Boston	1797	Portsmouth.
Brandywine	50	Washington	1825	New York.
Columbia	50	 do	1836	Norfolk.
Potomac	50	 do	1821	New York.
Raritan	50	Philadelphia	1843	Norfolk.
Santee	50	Portsmouth	1855	Portsmouth.
Sabine	50	New York	1855	New York.
<i>Sloops.</i>				
Cumberland	24	Boston	1842	Boston.
Macedonian	22	Norfolk, (rebuilt)	1836	Do.
Falmouth	20	Boston	1827	New York.
Vincennes	20	New York	1826	Norfolk.
Marion	16	Boston	1839	Do.
Dale	16	Philadelphia	1839	Do.
Preble	16	Portsmouth	1839	Annapolis.
Bainbridge	6	Boston	1842	Norfolk.
Fennimore Cooper .....	.....	Purchased	1852	Mare Island.
<i>Brig.</i>				
Perry	6	Norfolk	1843	Norfolk.
<i>Steamers.</i>				
Mississippi	10	Philadelphia	1841	New York.
Princeton	10	Boston	1851	Norfolk.
Release .....	.....	Purchased	1855	New York.
Powhatan	9	Norfolk	1850	Norfolk.
Saranac	6	Portsmouth	1848	Philadelphia.
Fulton	5	New York	1837	Washington.
Water Witch	2	Washington	1845	Do.

G.

Vessels on the stocks and in progress of construction, October 1, 1856.

SHIPS-OF-THE-LINE.

Alabama	Kittery.
Virginia	Boston.
New York	Norfolk.
New Orleans	Sackett's Harbor.

G—Continued.

AUXILIARY STEAM FRIGATES.

Franklin	Kittery.
Niagara	New York.
Minnesota	Philadelphia.
Roanoke	Norfolk.
Colorado	Norfolk.

TEAMER.

Stevens' iron steamer	Hoboken, N. J.
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H.

Abstract statement showing receipts and expenditures during the fiscal year ending June 30, 1856, and value of all the stores on hand at the various navy yards on the 1st July, 1856.

Navy yards.	On hand July 1, 1855.	Received.	Expended.	On hand July 1, 1856
Portsmouth	\$605,181 74½	\$246,234 05	\$125,006 93	\$666,408 86
Boston	1,441,591 62	650,113 78	656,242 20	1,435,463 20
New York	1,303,064 72	612,639 95	568,940 64	1,346,764 03
Philadelphia	503,884 18½	295,760 72	330,251 20	469,393 70½
Washington	390,526 60	697,238 52	663,530 30	424,234 82
Norfolk	1,505,414 22	336,794 66	333,969 41	1,508,239 47
Warrington, Florida	289,930 27½	47,429 70	17,175 10½	320,184 87
Total	6,039,593 36½	2,886,211 38	2,755,115 78½	6,170,688 95½

I.

Statement of the number of days' labor and its cost from the 1st day of July, 1855, to the 30th of June, 1856, for the respective navy yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Navy yards.	No. of days' labor.	Cost of labor.	Average per diem.
Kittery	64,695½	\$123,222 15	\$1 81
Charleston	106,677½	192,603 46	1 81
Brooklyn	271,068½	496,975 52	1 83½
Philadelphia	205,258½	374,058 71	1 82
Washington	178,747	323,351 13	1 80
Gosport	236,759½	435,579 90	1 84
Warrington	7,150	11,522 07	1 61
Total	1,070,355¾	1,957,312 94	1 81

NAVY DEPARTMENT,
Bureau of Construction, Equipment, and Repair,
 October 21, 1856.

SIR: I have the honor to transmit herewith the two copies of the annual estimates called for by your letter of the 5th September, 1856, accompanied by abstract of offers to furnish naval supplies, and statements of contracts since the date of last report of 16th October, 1855, coming under the cognizance of this bureau.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. J. C. DOBBIN,
Secretary of the Navy.

No. 1.

Scale of offers to furnish live oak timber for six sloops-of-war, under advertisement from the Bureau of Construction, Equipment and Repair, of June 22, 1855.—Offers received to September 3, 1855.

	Bidders.	Portsmouth.	Boston.	New York.	Philadelphia.	Norfolk.	Pensacola.	Remarks.
1	David S. Walton.....	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	.....
2	Charles G. Waterbury.....	84,600 00	91,200 00	.....	.....	88,200 00	101,040 00	.....
3	W. C. N. Swift.....	52,200 00	51,900 00	51,000 00	52,200 00	48,600 00	*45,000 00	.....
4	Harrison R. Blanchard.....	.....	.....	*38,820 00	.....	.....	.....	.....
5	Aaron J. Westervelt.....	.....	.....	85,800 00	85,800 00	.....	.....	.....
6	Hicks Worden.....	†36,900 00	36,900 00	36,900 00	36,900 00	*36,900 00	33,000 00	.....
7	Deale & Vaughn.....	67,500 00	67,500 00	65,700 00	65,700 00	63,300 00	62,700 00	.....
8	James Jarvis.....	.....	.....	.....	.....	66,900 00	.....	.....
9	Samuel Vaughn.....	.....	.....	126,000 00	126,000 00	126,000 00	.....	.....
10	Brown & Trussell.....	84,000 00	84,000 00	.....	.....	.....	82,920 00	.....
11	Charles D. Williams.....	81,000 00	81,000 00	81,000 00	81,000 00	81,000 00	81,000 00	.....
12	Peck & Church.....	.....	.....	55,080 00	55,080 00	55,080 00	.....	.....
13	James Bigler.....	*50,700 00	*50,400 00	47,400 00	*47,400 00	47,700 00	.....	.....
14	Joseph Grice.....	144,000 00	144,000 00	102,000 00	102,000 00	102,000 00	144,000 00	.....
15	William N. Ivy.....	67,980 00	67,980 00	66,500 00	66,500 00	66,500 00	63,660 00	Offers for one ship.
16	Parker & Griffin.....	54,840 00	53,340 00	51,840 00	53,340 00	48,240 00	45,240 00	Offers for one ship.
17	R. G. Mays.....	.....	.....	81,600 00	81,600 00	.....	.....	.....
18	George E. Hawes.....	.....	.....	.....	.....	54,400 00	.....	.....
19	Charles M. Cooper.....	86,700 00	86,700 00	86,700 00	86,700 00	86,700 00	86,700 00	.....
20	Samuel B. Grice.....	.....	.....	72,024 00	90,000 00	71,580 00	.....	.....

* Accepted.

† The department decided to award the timber for one ship only to Hicks Worden, the amount offered by his guarantors not being sufficient for more.

SCALE OF OFFERS
TO FURNISH
SUPPLIES AT NAVY YARDS,
UNDER ADVERTISEMENT FROM
THE BUREAU OF CONSTRUCTION, EQUIPMENT AND REPAIRS,
OF JUNE 2, 1856.

23	Beers & Thompson					18,000 00	4,850 00		
24	Alfred Hoitt								
25	Lyman D. Spalding							3,105 00	
26	John H. Broughton								
27	Andrew D. Garish								
28	Joseph H. Foster								
29	John S. Harvey & Son								
30	Samuel P. Brown	*24,525 00	7,300 00	2,650 00	6,268 50	15,187 50	7,560 00		
31	A. Q. Wendell								
32	James Vonmever								
33	Southard, Herbert & Co.								
34	G. W. Lawrence							3,075 00	
35	Wm. Lang								
36	Joseph R. Holmes								
37	Seguin & White					20,250 00			
38	Christopher Miller			2,735 00					
39	Wm. White						4,860 00		
40	James Jarvis								
41	John West	26,325 00	6,000 00	*2,072 50	*3,748 50	16,537 50	*2,416 50		
42	Joseph Westcott								
43	E. H. Herbert					19,350 00	3,726 00		
44	John A. Higgins								
45	Storer & Stephenson								
46	Wesley Smith	33,750 00	9,950 00	4,000 00	9,450 00	22,050 00	6,750 00	3,066 00	960 00
47	Samuel B. Grice	31,050 00	8,500 00		7,875 00	19,800 00	16,200 00		
48	Peck & Church	24,750 00	7,500 00			15,300 00	4,050 00		
49	Nathaniel Sweet								

Accepted.

Offer No. 7, of E. Ellicott, for Classes 1 and 4, were awarded to S. P. Brown and John West, the next lowest bidders, he having failed to execute.

No. 2—Continued.

	Bidders.	Class 12. Black walnut, cherry, and mahogany.	Class 13. Locust.	Class 14. White ash oars and hickory bars.	Class 15. Wh. oak staves and heading.	Class 16. Black spruce.	Class 18. Lignumvitæ.	Class 20. Comp'sition and copper nails.	Class 21. Iron.
1	G. A. Hammond								
2	David S. Walton		\$320 00	\$570 00					
3	George W. Peete			572 00	\$425 00				
4	Wm. Brand & Co.								
5	A. L. Avery								
6	Nathan Dunn				292 50				
7	Elias Ellicott								
8	R. Archer & Co.								
9	P. F. Schleicker	*\$153 00	274 00		144 00		*\$160 00		*\$2,891 50
10	Wm. Mason & Son								
11	Henry Buck								
12	Thomas D. Danach								
13	Aaron A. Degraw							\$190 00	
14	Samuel Patterson		278 00						
15	John West			500 92					
16	James Johnson		*200 00	480 00					
17	Wm. E. Anderson								
18	Peters & Reed								
19	Carl Epping								
20	John H. Bowie & Co.								
21	Wm. M. Shakespere								
22	John Wendell							0 1 50	
23	Beers & Thompson								
24	Alfred Hoitt								
25	Lyman D. Spalding								4,182 00
26	John H. Broughton								

[illegible]

* Accepted.

No. 2—Continued.

	Bidders.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints and oils.	Class 28. Flax canvas.	Class 29. Cotton canvas.	Class 30. Flax and cot- ton twine.	Class 31. Glass.
1	G. A. Hammond	.....	.....	.....	.....	.....	.....	.....	.....
2	David S. Walton	.....	.....	.....	.....	.....	.....	.....	.....
3	George W. Peete	.....	.....	.....	.....	.....	.....	.....	.....
4	Wm. Brand & Co	.....	.....	.....	.....	*\$3,889 70	.....	.....	.....
5	A. L. Avery	\$300 00	\$328 00	\$1,867 60	\$1,574 00	.....	.....	.....	.....
6	Nathan Dunn	.....	.....	.....	.....	.....	.....	.....	.....
7	Elias Ellicott	.....	.....	.....	.....	.....	.....	.....	.....
8	R. Archer & Co	.....	.....	.....	.....	.....	.....	.....	.....
9	P. F. Schleicker	.....	\$301 50	.....	.....	.....	.....	.....	.....
10	Wm. Mason & Son	.....	.....	.....	.....	.....	*\$1,237 06	.....	.....
11	Henry Buck	.....	.....	.....	.....	.....	.....	.....	.....
12	Thomas D. Danach	.....	.....	.....	.....	.....	.....	.....	.....
13	Aaron A. Degraw	.....	304 00	.....	.....	.....	.....	.....	.....
14	Samuel Patterson	.....	.....	.....	.....	.....	.....	.....	.....
15	John West	.....	.....	.....	.....	.....	.....	.....	.....
16	James Johnson	.....	.....	.....	.....	.....	.....	.....	.....
17	Wm. E. Anderson	.....	.....	.....	.....	.....	.....	.....	.....
18	Peters & Reed	.....	.....	.....	.....	.....	.....	.....	.....
19	Carl Epping	.....	.....	.....	.....	.....	.....	.....	.....
20	John H. Bowie & Co	.....	.....	.....	.....	.....	.....	.....	.....
21	Wm. M. Shakespere	.....	.....	.....	.....	.....	.....	.....	.....
22	John Wendell	*409 70	.....	1,392 36	*1,055 20	.....	.....	.....	.....
23	Beers & Thompson	.....	.....	.....	.....	.....	.....	.....	.....
24	Alfred Hoitt	.....	.....	.....	.....	.....	.....	.....	.....
25	Lyman D. Spalding	.....	.....	.....	.....	.....	.....	.....	.....
26	John H. Broughton	.....	.....	.....	.....	.....	.....	.....	.....
27	Andrew D. Garish	.....	.....	*1,276 29	1,207 40	.....	.....	.....	*\$252 60

[illegible]

* Accepted.

No. 2—Continued.

	Bidders.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Shipchandlery.	Class 40. Stationery.	Class 41. Fire-wood.
1	G. A. Hammond.....								
2	David S. Walton.....								
3	George W. Peete.....				\$419 00				
4	Wm. Brand & Co.....								
5	A. L. Avery.....					\$1, 17½ 50			
6	Nathan Dunn.....								
7	Elias Ellicott.....								
8	R. Archer & Co.....								
9	P. F. Schleicker.....	\$422 50		\$167 59	*277 50				
10	Wm. Mason & Son.....								
11	Henry Buck.....								
12	Thomas D. Danach.....								
13	Aaron A. Degraw.....								
14	Samuel Patterson.....								
15	John West.....								
16	James Johnson.....								
17	Wm. E. Anderson.....								
18	Peters & Reed.....								
19	Carl Epping.....								
20	John H. Bowie & Co.....	562 50	\$318 50						
21	Wm. M. Shakespere.....								
22	John Wendell.....	458 00	*310 10	*105 18	321 25	*1, 030 10	*\$747 03		
23	Beers & Thompson.....								
24	Alfred Hoitt.....								*\$136 00
25	Lyman D. Spalding.....								
26	John H. Broughton.....								
27	Andrew D. Garish.....		324 00				975 85		

23	Joseph H. Foster						\$117 93	
29	John S. Harvey & Son						*96 00	
30	Samuel P. Brown							
31	A. Q. Wendell.....	*352 50	120 58	354 30	1,082 00	1,023 63		
32	James Vonmever							
33	Southard, Herbert & Co.				1,036 30			
34	G. W. Lawrence.....							
35	Wm. Lang			300 50				
36	Joseph R. Holmes							137 50
37	Seguin & White							
38	Christopher Miller							
39	Wm. White							
40	James Jarvis.....							
41	John West.....							
42	Joseph Westcott.....							
43	E. H. Herbert.....							
44	John A. Higgins	600 00	248 55	452 00	1,472 00	1,340 10		
45	Storer & Stephenson....	690 00	278 30	442 00	1,210 50	959 30		
46	Wesley Smith							
47	Samuel B. Grice.....							
48	Peck & Church							
49	Nathaniel Sweet							

1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306
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[illegible]

* Accepted.

Classes 1 and 11 awarded by lot, being tie offers for them; offer 9, of E. Ellicott, for Class 3, refused to execute; it was then awarded to Peck & Church, next lowest, who declined, and then awarded to next lowest, John West.

No. 3--Continued.

Number of offer.	Bidders.	Class 14. White ash oars and hickory bars.	Class 16. Black spruce.	Class 20. Composition & copper nails.	Class 21. Iron.	Class 22. Spikes & nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.
1	Batcheler & Davis.....							
2	David S. Walton.....	\$550 00						
3	George W. Peete.....	560 00						
4	William Brand & Co.....							
5	A. L. Avery.....							
6	Nathaniel Dunn.....							
7	S. & E. Knight.....							
8	Benjamin Loring & Co.....							
9	Elias Ellicott.....		\$1,250 00					
10	R. Archer & Co.....				\$7,006 00			
11	P. F. Schleicker.....							
12	James Adams.....							
13	William Mason & Son.....							\$2,327 02
14	Henry Buck.....							
15	Horton & Hall.....			\$455 00	\$6,807 50	\$792 00	\$2,447 00	\$2,069 46
16	Aaron A. Degraw.....			*440 00				
17	James Johnson.....	400 00						
18	W. E. Anderson.....							
19	Peters & Reed.....							
20	John H. Bowie & Co.....							
21	S. T. Snow.....			500 00			2,663 00	
22	Samuel P. Brown.....		585 00					
23	Robert Todd.....							
24	William Lang.....	*375 00	1,750 00	650 00	7,029 75	882 75	2,651 00	
25	Southard, Herbert & Co.....							

[illegible]

* Accepted.

No. 3—Continued.

Number of offer.	Bidders.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.	Class 32.	Class 33.
		Paints & oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.	Leather.	Hose.
1	Batcheler & Davis.....	\$3,560 48						
2	David S. Walton.....							
3	George W. Peete.....							
4	William Brand & Co.....		*\$7,195 00					
5	A. L. Avery.....	4,619 50						
6	Nathaniel Dunn.....							
7	S. & E. Knight.....							
8	Benjamin Loring & Co.....							
9	Elias Ellicott.....							
10	R. Archer & Co.....							
11	P. F. Schleicker.....							\$865 00
12	James Adams.....							
13	William Mason & Son.....			*\$792 00				
14	Henry Buck.....							
15	Horton & Hall.....	*3,469 26			*\$225 75	*\$603 95	*\$2,007 00	*552 50
16	Aaron A. Degraw.....							
17	James Johnson.....							
18	W. E. Anderson.....							
19	Peters & Reed.....							
20	John H. Bowie & Co.....						7,865 00	775 00
21	S. T. Snow.....							
22	Samuel P. Brown.....							
23	Robert Todd.....							
24	William Lang.....	3,739 35				1,182 00	2,553 00	1,202 50
25	Southard, Herbert & Co.....							
26	William Fosdick.....							

[illegible]

Accepted.

No. 3—Continued.

Number of offer.	Bidders.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.	Class 41.
		Brushes.	Bunting dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Shipchandlery.	Stationery.	Fire-wood.
1	Batcheler & Davis.....							
2	David S. Walton.....							*\$805 00
3	George W. Peete.....			\$1,210 00				
4	William Brand & Co.....							
5	A. L. Avery.....	\$462 25		1,134 00	\$1,987 50			
6	Nathaniel Dunn.....							
7	S. & E. Knight.....							995 00
8	Benjamin Loring & Co.....						*\$500 00	
9	Elias Ellicott.....							
10	R. Archer & Co.....							
11	P. F. Schleicker.....	434 50		820 00				970 00
12	James Adams.....							
13	William Mason & Son.....							
14	Henry Buck.....							
15	Horton & Hall.....	*314 70	*\$493 35	*685 00	*1,730 50	*\$987 24		1,190 00
16	Aaron A. Degraw.....							
17	James Johnson.....							
18	W. E. Anderson.....							
19	Peters & Reed.....							
20	John H. Bowie & Co.....							
21	S. T. Snow.....							
22	Samuel P. Brown.....							
23	Robert Todd.....							
24	William Lang.....	348 00		893 00	1,748 50			1,030 00
25	Southard, Herbert & Co.....				1,747 00			
26	William Fosdick.....		509 75					

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Accepted.

No. 4.—Scale of offers to furnish naval supplies at the navy yard at Brooklyn, New York, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1. White oak plank stock logs.	Class 2. White oak plank.	Class 3. White oak promiscu- ous timber.	Class 4. White oak keel pieces and rudder stocks.	Class 6. Yellow pine plank stock logs.	Class 7. Yellow pine beams.	Class 8. Yellow pine mast and spar timber.	Class 9. White pine mast tim- ber.	Class 10. White pine.
1	David S. Walton.....	\$28,125 00	\$3,462 00	\$7,600 00	\$9,590 00					
2	George W. Peete.....									
3	William Brand & Co.....									
4	Nathaniel Dunn.....									
5	William V. Lidgerwood.....									
6	Robert H. Goff.....									
7	J. B. & J. B. Wilson.....								\$1,113 60	\$9,785 00
8	Beers, Thompson & Co.....									
9	Elias Ellicott.....	19,350 00	2,160 00	4,890 00	5,104 40	\$24,000 00	\$6,381 00	\$13,971 00		
10	R. Archer & Co.....					16,860 00	4,254 40	7,404 63		
11	P. F. Schleicker.....			5,250 00					*506 10	
12	William Mason & Son.....									
13	Thompson & Oudsleys.....									
14	Henry Buck.....									
15	Thomas D. Danach.....	21,600 00	*1,974 00	4,975 00		*17,100 00	*4,786 20			
16	Morris & Tanner.....									
17	William V. Campbell.....									
18	Nathan Lane & Co.....									9,570 00
19	Aaron A. Degraw.....									
20	Samuel Patterson.....									
21	John West.....						5,264 82			
22	James Johnson.....	27,000 00	2,520 00	7,200 00	9,590 00					
23	W. E. Anderson.....					18,000 00	4,998 92	20,257 95		
24	W. D. Kennedy.....									
25	Peters & Reed.....					18,450 00				
26	Carl Epping.....						8,508 80	13,971 00		
27	R. B. Knight.....						5,530 72			

SECRETARY OF THE NAVY.

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Accepted.

Offer No. 9 of Elias Ellicott, for Classes 1, 4, 6, and 7, failed to execute contract, and the respective classes were awarded to the next lowest bidders, S. G. Bogert, George T. Wallace, and Henry Buck.

No. 4—Continued.

Number of offer.	Bidders.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, rosin.	Class 38. Yellow soap, oil.	Class 39. Shipchand- lery.	Class 40. Stationery.	Class 41. Fire-wood.
1	David S. Walton.....									\$1,300 00
2	George W. Peete.....					\$1,015 00				
3	William Brand & Co.....									
4	Nathaniel Dunn.....									
5	William V. Lidgerwood.....							\$2,345 25		
6	Robert H. Goff.....									
7	J. B. & J. B. Wilson.....									
8	Beers, Thompson & Co.....									
9	Elias Ellicott.....									
10	R. Archer & Co.....									
11	P. F. Schleicker.....	\$368 00	\$624 00	\$493 58		671 60				1,590 00
12	William Mason & Son.....									
13	Thompson & Oudsleys.....									
14	Henry Buck.....									
15	Thomas D. Danach.....									
16	Morris & Tanner.....									1,840 00
17	William V. Campbell.....									
18	Nathan Lane & Co.....									
19	Aaron A. Degraw.....									
20	Samuel Patterson.....								\$*709 98	
21	John West.....									
22	James Johnson.....									
23	W. E. Anderson.....									
24	W. D. Kennedy.....			*379 70		672 50	\$*1,655 50	2,926 96		
25	Peters & Reed.....									
26	Carl Epping.....									
	R. B. Knight.....									
	John H. Bowie & Co.....	1,085 00	595 00							

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Accepted.

No. 5.

Scale of offers to furnish naval supplies at the navy yard at Philadelphia, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1.	Class 2.	Class 3.	Class 6.	Class 7.	Class 8.	Class 10.
		White oak pl'k stock logs.	White oak plank.	White oak promiscuous timber.	Yellow pine pl'k stock logs.	Yellow pine beams.	Yell'w pine mast and spar timber.	White pine.
1	James L. Bishphan.....							
2	Thomas Naulty.....							
3	Elias Ellicott.....	\$8,600 00	\$8,375 00	\$1,300 00	\$5,700 00	\$3,760 00	\$1,624 71 ² / ₁₀	
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....	14,000 00		1,400 00	9,200 00	4,559 00		
6	Isaac B. Baxter & Brother.....							
7	Reeves, Buck & Co.....							
8	Paul J. Field.....							
9	Jonathan Powell.....	9,500 00	8,562 50	1,325 00	11,600 00	13,160 00	5,632 60	\$4,925 00
10	David S. Walton.....	11,400 00	11,225 00	1,700 00				
11	George W. Peete.....							
12	William Brand & Co.....							
13	Nathaniel Dunn.....		8,125 00					
14	R. Archer & Co.....							
15	P. F. Schleicker.....			*970 00		6,110 00		
16	William Mason & Son.....							
17	Henry Buck.....				*5,600 00	3,760 00	1,489 05	
18	Thomas D. Danach.....	9,600 00	*7,115 00	1,175 00				
19	Morris & Tanner.....							
20	Bennett Fentress.....	9,400 00		2,040 00				
21	Aaron A. Degraw.....							
22	Samuel Patterson.....							
23	John West.....					4,112 50		

24	James Johnson.....	12,000 00	9,375 00	1,800 00	6,200 00	4,230 00	3,143 55	.....
25	W. E. Anderson.....	.....	.....	.....	.....	.....	.....	.....
26	W. D. Kennedy.....	.....	.....	.....	.....	.....	.....	.....
27	James L. Foxwell.....	9,000 00	.....	1,030 00	.....	.....	.....	.....
28	John L. Hinton.....	.....	.....	.....	8,900 00	.....	.....	.....
29	M. J. Morris.....	*8,800 00	.....	.....	.....	.....	.....	.....
30	Carl Epping.....	.....	.....	.....	7,200 00	7,520 00	2,647 20	.....
31	John H. Bowie & Co.....	.....	.....	.....	.....	.....	.....	.....
32	William M. Shakespere & Co.....	12,000 00	8,125 00	1,450 00	.....	.....	.....	.....
33	James Lesley.....	.....	.....	.....	.....	.....	.....	.....
34	James H. Sprague & Co.....	.....	.....	.....	.....	.....	.....	.....
35	Doughton & Wilson.....	9,600 00	9,250 00	.....	6,800 00	.....	.....	4,240 00
36	Robert Shoemaker & Co.....	.....	.....	.....	.....	.....	.....	.....
37	Ferrick W. Kohler & Co.....	.....	.....	.....	.....	.....	.....	.....
38	Bigler & Wilt.....	.....	.....	.....	.....	.....	.....	4,380 00
39	Thairn & McKeon.....	.....	.....	.....	.....	.....	.....	.....
40	Charles H. Tisdall.....	.....	.....	.....	.....	.....	.....	.....
41	Samuel P. Brown.....	10,800 00	11,250 00	2,750 00	6,850 00	6,298 00	.....	.....
42	Southard, Herbert & Co.....	.....	.....	.....	.....	.....	.....	.....
43	William Lang.....	.....	.....	.....	.....	.....	.....	.....
44	James N. McAlpine.....	.....	.....	.....	.....	.....	2,283 21	.....
45	Seguin & White.....	.....	.....	.....	8,200 00	.....	.....	.....
46	Christopher Miller.....	12,000 00	11,250 00	.....	.....	.....	.....	.....
47	Job Carver.....	.....	.....	.....	8,800 00	5,358 00	1,952 31	.....
48	William White.....	.....	.....	.....	.....	5,170 00	2,150 85	.....
49	James Jarvis.....	.....	.....	.....	.....	.....	.....	.....
50	John West.....	8,950 00	7,468 75	1,418 75	7,350 00	.....	*1,447 69	.....
51	John A. Higgins.....	.....	.....	.....	.....	.....	.....	.....
52	Storer & Stephenson.....	.....	.....	.....	.....	.....	.....	.....
53	Wesley Smith.....	12,000 00	11,275 00	3,200 00	7,600 00	5,640 00	2,978 10	4,510 00
54	Stephen G. Bogert.....	9,400 00	8,375 00	.....	6,900 00	6,110 00	2,150 00	.....
55	Samuel B. Grice.....	9,800 00	8,625 00	4,250 00	6,600 00	5,452 00	2,945 00	4,435 00
56	Peck & Church.....	10,600 00	8,500 00	.....	6,400 00	5,640 00	2,812 65	.....
57	James Bigler.....	.....	.....	.....	.....	.....	.....	5,150 00

* Accepted.

Class 7, awarded by lot, being a tie offer. Offer No. 3, of E. Ellicott for Class 1, refused to execute, and awarded to next lowest, W. J. Morris.

No. 5—Continued.

Number of offer	Bidders.	Class 11.	Class 12.	Class 13.	Class 14.	Class 18.	Class 20.	Class 21.
		Ash, cypress, white oak boards.	Black walnut, cherry, ma- hogany.	Locust.	White ash oars and hickory bars.	Lignumvitæ.	Composition and copper nails.	Iron.
1	James L. Bishphan.....							
2	Thomas Naulty.....							
3	Elias Ellicott.....							
4	Arthur W. Paynter.....					\$660 00		
5	Thomas T. Vaughn.....							
6	Isaac B. Braxter & Brother.....							\$5,776 00
7	Reeves, Buck & Co.....							3,855 75
8	Paul J. Field.....							
9	Jonathan Powell.....	\$2,370 00	*\$1,251 22		\$1,050 00			
10	David S. Walton.....			\$435 00	950 00			
11	George W. Peete.....	2,525 00			950 00			
12	William Brand & Co.....							
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							*3,568 00
15	P. F. Schleicker.....			*330 00		*192 00		
16	William Mason & Son.....							
17	Henry Buck.....							
18	Thomas D. Danach.....	2,485 00						3,618 00
19	Morris & Tanner.....							
20	Bennett Fentress.....							
21	Aaron A. Degraw.....						\$100 00	
22	Samuel Patterson.....			372 00	*475 00			
23	John West.....				843 00			
24	James Johnson.....			375 00	875 00			
25	W. E. Anderson.....							
26	W. D. Kennedy.....							

No. 5—Continued.

Number of offer.	Bidders.	Class 22. Spikes, nails.	Class 23. Lead, zinc, tin.	Class 25. Hardware.	Class 27. Paints, oils, &c.	Class 28. Flax canvas	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.
1	James L. Bisphan.....				\$2,562 00			
2	Thomas Naulty.....							
3	Elias Ellicott.....							
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....							
6	Isaac B. Baxter & Brother.....	*\$348 75	\$1,401 55	\$1,430 96				
7	Reeves, Buck & Co.....							
8	Paul J. Field.....		1,235 68	1,451 87				
9	Jonathan Powell.....							
10	David S. Walton.....							
11	George W. Peete.....							
12	William Brand & Co.....					*\$5,188 50		
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							
15	P. F. Schleicker.....							
16	William Mason & Son.....						*\$2,088 90	
17	Henry Buck.....							
18	Thomas D. Danach.....							
19	Morris & Tanner.....							
20	Bennett Fentress.....							
21	Aaron A. Degraw.....							
22	Samuel Patterson.....							
23	John West.....							
24	James Johnson.....							
25	W. E. Anderson.....							
26	W. D. Kennedy.....		1,212 00		*1,852 25			*\$54 90
27	James L. Foxwell.....							

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* Accepted.

No. 5—Continued.

Number of offer.	Bidders.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 35. Bunting, dry goods.	ss 37. Pitch, tar, rosin.	Class 38. Tallow, soap, oil.	Class 39. Shipchandlery.
1	James L. Bishphan.....	\$215 20						
2	Thomas Naulty..		\$920 00					
3	Elias Ellicott							
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....							
6	Isaac B. Baxter & Brother							
7	Reeves, Buck & Co.....							
8	Paul J. Field.....			*\$511 80				
9	Jonathan Powell							
10	David S. Walton.....							
11	George W. Peete.....					\$535 50		
12	William Brand & Co.....							
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							
15	P. F. Schleicker		701 00	616 00		*37 40		
16	William Mason & Son.....							
17	Henry Buck.....							
18	Thomas D. Danach.....							
19	Morris & Tanner.....							
20	Bennett Fentress.....							
21	Aaron A. Degraw							
22	Samuel Patterson							
23	John West							
24	James Johnson.....							
25	W. E. Anderson.....							
26	W. D. Kennedy.....	180 80				341 00	*\$1,193 20	
27	James L. Foxwell.....							*\$230 51

28	John L. Hinton.....						
29	M. J. Morris.....						
30	Carl Epping.....						
31	John H. Bowie & Co.....	935 00	541 00				
32	William M. Shakespere & Co.....						
33	James Lesley.....		513 28				
34	James H. Sprague & Co.....	*144 70					
35	Doughton & Wilson.....						
36	Robert Shoemaker & Co.....	198 25					
37	Frederick W. Kohler & Co.....						
38	Bigler & Wilt.....						
39	Thairn & McKeon.....						
40	Charles H. Tisdall.....	1,365 00		842 10	322 80	1,382 20	304 45
41	Samuel P. Brown.....				574 00		
42	Southard, Herbert & Co.....					1,317 30	
43	William Lang.....			837 00	541 00		354 92½
44	James N. McAlpine.....						
45	Seguin & White.....						
46	Christopher Miller.....						
47	Job Carver.....						
48	William White.....						
49	James Jarvis.....						
50	John West.....						
51	John A. Higgins.....	624 00	769 00	928 00	539 00	1,876 00	466 50
52	Storer & Stephenson.....	236 80	1,360 00	*679 35	415 00	1,441 50	438 50
53	Wesley Smith.....						
54	Stephen G. Bogert.....						
55	Samuel B. Grice.....						
56	Peck & Church.....						
57	James Bigler.....						

Accepted.

No. 6.

Scale of offers to furnish naval supplies at the navy yard at Washington, D. C., under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 10. White pine.	Class 11. Ash, cyp'ss, white oak boards.	Class 12. Black wal- nut, cher- ry, maho- gany.	Class 14. White ash oars and hickory bars.	Class 21. Iron.	Class 22. Spikes, nails.	Class 23. Lead, zinc, tin.	Class 24. Pig iron.	Class 25. Hardware.
1	Coleman & Kelton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Reeves, Buck & Co.....	.....	.....	.....	.....	\$8,781 00	.....	.....	\$1,600 00	.....
3	Theodore Mosher.....	\$1,540 00	*\$985 50	*\$241 80	\$279 72	.....	.....	.....	.....	.....
4	David S. Walton.....	.....	2,110 00	.....	372 96	.....	.....	.....	.....	.....
5	George W. Peete.....	.....	1,920 00	.....	349 65	.....	.....	.....	.....	.....
6	A. L. Avery.....	.....	.....	.....	.....	.....	\$1,101 25	.....	.....	.....
7	Harvey & Adams.....	.....	.....	.....	.....	9,419 50	637 50	\$12,384 00	1,600 00	*\$153 00
8	Minnesota Mining Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	R. Archer & Co.....	.....	.....	.....	.....	*7,583 60	.....	.....	.....	.....
10	P. F. Schleicker.....	.....	.....	272 50	.....	.....	.....	.....	.....	.....
11	Morris & Tanner.....	.....	.....	.....	.....	7,700 00	.....	.....	1,400 00	.....
12	Horace Abbott & Son.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Philip Otterback.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	James L. Savage.....	.....	.....	.....	.....	9,111 75	678 37	11,442 00	1,400 00	167 97
15	Thompson & Oudesluys.....	.....	.....	.....	.....	.....	.....	.....	*1,320 00	.....
16	Hazlet McKim.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Baltimore Copper Smelting Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Samuel Patterson.....	.....	1,280 00	.....	233 10	.....	.....	.....	.....	.....
19	Z. D. Gilman.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Howell & Morsell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Esau Pickrell.....	*1,506 60	1,104 00	2,466 00	.....	.....	.....	.....	.....	.....

22	James Johnson .....	.....	.....	.....	349 65	.....	.....	.....	.....	.....
23	A. L. Avery .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Wm. L. Kennedy .....	.....	.....	.....	.....	.....	11,905 00	.....	.....	.....
25	Revere Copper Company .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	John Wendell .....	.....	.....	.....	*151 51	.....	.....	*536 00	.....	189 05
27	James Lesley .....	.....	.....	.....	.....	.....	.....	745 00	.....	200 04
28	Bigler & Wilt .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Southard, Herbert & Co .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	William Lang .....	.....	.....	.....	.....	.....	.....	685 00	11,260 00	188 75
31	James Jarvis .....	.....	.....	.....	233 10	.....	.....	.....	.....	.....
32	John A. Wiggins .....	.....	.....	.....	.....	11,780 00	.....	1,075 00	13,210 00	1,920 00
33	Storer & Stephenson .....	.....	.....	.....	.....	9,618 00	.....	715 00	11,250 00	1,400 00
34	Bergen Port Copper Company .....	.....	.....	.....	.....	.....	.....	.....	.....	177 25

* Accepted.

No. 6—Continued.

Number of offer.	Bidders.	Class 27. Paints, oils.	Class 31. Glass.	Class 37. Pitch, tar, rosin.	Class 38. Tallow, soap, oil.	Class 39. Shipchand- lery.	Class 43. Tank and galley iron.	Class 44. Chain iron.	Class 45. Ingot cop- per.	Class 46. Moulding sand and straw.
1	Coleman & Kelton.....	.....	.....	.....	.....	.....	*\$10,587 50	.....	.....	.....
2	Reeves, Buck & Co.....	.....	.....	.....	.....	.....	.....	\$8,517 50	.....	.....
3	Theodore Mosher.....	.....	.....	.....	.....	.....	.....	.....	.....	*\$329 60
4	David S. Walton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	George W. Peete.....	.....	.....	\$68 00	.....	.....	.....	.....	.....	.....
6	A. L. Avery.....	\$2,026 00	.....	.....	.....	\$875 00	.....	.....	.....	.....
7	Harvey & Adams.....	.....	.....	.....	.....	738 50	.....	.....	.....	.....
8	Minnesota Mining Company.....	.....	.....	.....	.....	.....	12,700 00	9,547 50	\$120,000	.....
9	R. Archer & Co.....	.....	.....	.....	.....	.....	.....	.....	115,000	.....
10	P. F. Schleicker.....	.....	.....	*46 10	\$1,974 50	.....	.....	8,337 00	.....	.....
11	Morris & Tanner.....	.....	.....	.....	.....	.....	.....	.....	.....	886 00
12	Horace Abbott & Son.....	.....	.....	.....	.....	.....	.....	*8,101 25	.....	.....
13	Philip Otterback.....	.....	.....	.....	.....	.....	11,400 00	.....	.....	.....
14	James L. Savage.....	.....	.....	60 40	.....	675 70	.....	.....	.....	333 71
15	Thompson & Oudsluys.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Hazlet McKim.....	.....	.....	.....	.....	.....	.....	.....	108,000	.....
17	Baltimore Copper Smelting Company.....	.....	.....	.....	.....	.....	.....	.....	106,000	.....
18	Samuel Patterson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Z. D. Gilman.....	1,605 10	\$194 00	.....	1,248 10	652 00	.....	.....	.....	.....
20	Howell & Morsell.....	1,527 75	.....	.....	.....	.....	.....	.....	.....	.....
21	Esau Pickrell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	James Johnson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	A. L. Avery.....	2,153 00	.....	.....	1,321 00	.....	.....	.....	.....	.....
24	Wm. L. Kennedy.....	*1,416 00	*157 50	49 00	*1,081 10	553 50	.....	.....	.....	.....
25	Revere Copper Company.....	.....	.....	.....	.....	.....	.....	.....	108,000	.....
26	John Wendell.....	1,442 25	.....	72 50	1,152 10	*443 00	.....	.....	.....	.....

[illegible]

Accepted.

[illegible]

Accepted.

[illegible]

Accepted,

[illegible]

* Accepted.

[illegible]

No. 7—Continued.

Number of offer.	Bidders.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.
		Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, rosin.	Tallow, soap, oil.	Shipchandlery.	Stationery.
1	David S. Walton							
2	George W. Peete				\$1,158 75			
3	William Brand & Co							
4	A. L. Avery		\$489 00		903 75	\$6,150 00		
5	Elias Ellicott							
6	R. Archer & Co							
7	P. F. Schleicker	*\$832 00	456 94		*636 25			
8	William Mason & Son							
9	John H. Green							
10	Henry Buck							
11	Thomas L. Danach							
12	Morris & Tanner							
13	Bennett Fentress							
14	Page & Allen							
15	Aaron A. Degraw							
16	Samuel Patterson							
17	Bluford & Co	1,314 00						
18	James Johnson							
19	E. W. Moore							
20	Allyn, Rose & Capps	968 00	*356 50		875 00	5,900 00	\$1,509 70	
21	A. L. Avery		517 50			6,298 00		
22	William D. Kennedy		503 20		786 25	5,890 00	1,622 80	
23	Peters & Reed							
24	James L. Foxwell							
25	W. J. Morris							
26	Carl Epping							
27	R. B. Knight & Co							

[illegible]

* Accepted.

No contract made for Class 40.

10,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide.....	3.35	do	Philadelphia.
500 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{4}$ inches wide.....	4	do	
3,000 pounds thimble iron, from $\frac{1}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide.....	4	do	
7,000 pounds boiler plate iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick.....	5	do	
6,000 pounds boiler plate iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick.....	5	do	
500 pounds boiler rivets, $\frac{1}{2}$ inch and over.....	8	do	
300 pounds sheet iron, No. 15 to 25.....	5	do	
500 pounds Russia sheet iron, No. 18 to 24.....	14	do	
1,000 pounds cast steel, from $\frac{3}{8}$ to 2 inches square.....	15	do	
500 pounds octagon cast steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch square.....	15	do	
800 pounds German steel.....	8	do	
1,000 pounds blister steel.....	7	do	
500 pounds nail rods.....	4	do	
600 pounds wrought-iron clinch rings, $\frac{1}{4}$ to $1\frac{1}{2}$ inch.....	10	do	
50,000 pounds round iron, from $\frac{1}{16}$ to $2\frac{1}{2}$ inches.....	3.30	do	
10,000 pounds round iron, from $2\frac{1}{2}$ to 3 inches.....	3.20	do	
5,000 pounds round iron, from $3\frac{1}{4}$ to $5\frac{1}{2}$ inches.....	3.50	do	
12,000 pounds square iron, from $\frac{1}{2}$ to 2 inches.....	3.25	do	
4,000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches.....	3.30	do	
10,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide.....	3.30	do	
3,000 pounds flat iron, from $1\frac{1}{8}$ to 2 inches thick, from 4 to $9\frac{1}{4}$ inches wide.....	3.50	do	
1,000 pounds flat iron, $\frac{1}{2}$ inch thick, from 10 to $11\frac{1}{2}$ inches wide.	4	do	
200 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{4}$ inches wide.....	5	do	
3,000 pounds thimble iron, from $\frac{1}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide.....	5	do	
2,000 pounds boiler plate iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick.....	4.50	do	
2,000 pounds boiler plate iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick.....	4 $\frac{3}{4}$	do	
200 pounds boiler rivets, $\frac{1}{2}$ inch and over.....	8	do	
100 pounds sheet iron, No. 15 to 25.....	7	do	
200 pounds cast steel, from $\frac{3}{8}$ to 2 inches square.....	15	do	
100 pounds octagon steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch square.....	15	do	
50 pounds German steel.....	12	do	
100 pounds blister steel.....	7	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 28	1857. June 30	R. Archer & Co.—Cont'd..	194,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches 8,000 pounds round iron, from $2\frac{3}{8}$ to 3 inches 3,000 pounds round iron, from $3\frac{1}{4}$ to $5\frac{1}{2}$ inches 5,000 pounds square iron, from $\frac{1}{2}$ to 2 inches 8,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide 4,000 pounds flat iron, from $1\frac{1}{2}$ to 2 inches thick, from 4 to 10 inches wide 1,000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{8}$ inch thick, from $1\frac{1}{4}$ to 6 inches wide 1,500 pounds cast steel, from $\frac{1}{4}$ to $3\frac{1}{2}$ inches square 200 pounds octagon steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch 200 pounds German steel 500 pounds blister steel 200 pounds round steel, from 1 to 2 inches in diameter 40,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches 30,000 pounds round iron, from $2\frac{3}{8}$ to 3 inches 20,000 pounds round iron, from $3\frac{1}{4}$ to $5\frac{1}{2}$ inches 3,000 pounds square iron, $\frac{1}{2}$ to 2 inches 1,600 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches 5,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide 6,000 pounds flat iron, from $1\frac{1}{2}$ to 2 inches thick, from 4 to 10 inches wide 4,000 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{8}$ inch thick, from $\frac{1}{2}$ to 2 inches wide 1,000 pounds boiler plate iron, from $\frac{3}{8}$ to $\frac{5}{16}$ inch thick 1,000 pounds boiler plate iron, from $\frac{1}{2}$ to $\frac{3}{4}$ inch thick 2,000 pounds boiler rivets, $\frac{1}{2}$ inch and under 600 pounds cast steel from $\frac{1}{2}$ to 2 inches square	\$0 3.24 per pound. 3.20 do 3.50 do 3.20 do 3.30 do 3.50 do 5 do 15 do 10 do 8 do 6 do 16 do 3$\frac{1}{2}$ do..... 3 do 3$\frac{1}{4}$ do 3$\frac{1}{2}$ do 3$\frac{1}{2}$ do 3$\frac{1}{2}$ do 3$\frac{1}{2}$ do 3$\frac{1}{2}$ do 8$\frac{1}{4}$ do 3$\frac{1}{2}$ do 5 do 5 do 7 do 15 do	Washington. Gosport.

July 29	June 30	Morris & Tanner	John Wendell	Washington.	Kittery.
		400 pounds octagon steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch		16	do
		12,000 pounds chain cable iron, from $\frac{3}{16}$ to $\frac{1}{8}$ inch diameter.		2, 5	do
		173,000 pounds chain cable iron, from 1 to $\frac{1}{8}$ inch diameter.		3, 625	do
		40,000 pounds chain cable iron, from 2 to $2\frac{1}{4}$ inch diameter.		3, 75	do
		1,000 pounds oval bar iron, from $3\frac{3}{4}$ by $3\frac{1}{4}$ to $1\frac{1}{2}$ by $1\frac{1}{2}$		3	do
		200 pounds composition boat spikes, $1\frac{1}{4}$ to $3\frac{1}{2}$ inches.		25	do
		20 pounds composition cocks, $\frac{3}{8}$ to $1\frac{1}{2}$ inch.		20	do
		30 pounds composition cocks, $1\frac{1}{4}$ to $2\frac{1}{2}$ inch.		25	do
		100 pounds copper cut boat nails, $1\frac{1}{2}$ to 4 inches.		40	do
		1,000 pounds wrought iron spikes, 4 to 6 inches long.		5	do
		4,000 pounds wrought iron spikes, $6\frac{1}{2}$ to 9 inches long.		5	do
		500 pounds wrought iron nails, 6-penny to 30-penny.		7	do
		100 pounds wrought iron boat nails, 4-penny to 20-penny.		11	do
		50 pounds wrought iron sheathing nails, 2 to 3 inches.		12	do
		60 pounds wrought iron clout nails, $\frac{1}{2}$ to $1\frac{1}{4}$ inch.		12	do
		2,000 pounds iron cut nails, 4-penny to 40-penny.		4	do
		400 pounds iron finishing nails, 1 to 2 inches.		4	do
		100 pounds iron cut brad-head nails, 4-penny to 10-penny.		4, $\frac{1}{2}$	do
		3,000 pounds pure dry white lead.		7, $\frac{3}{4}$	do
		2,000 pounds pure dry white zinc.		5, $\frac{1}{2}$	do
		300 pounds red lead, dry.		8, $\frac{1}{4}$	do
		300 pounds litharge.		8, $\frac{1}{4}$	do
		2,000 pounds whiting.		1	do
		300 pounds lampblack.		5	do
		300 pounds French yellow ochre.		2	do
		20 pounds gum shellac.		16	do
		700 gallons linseed oil, raw.		82	per gallon.
		100 gallons spirits of turpentine.		45	do
		275 feet leading hose, in 25-foot lengths.		70	per foot.
		42 feet suction hose, in 6-foot lengths.		2	do
		60 clamp brushes.		15	per piece.
		60 hand scrubbing brushes.		20	each.
		60 whitewash brushes.		75	do
		6 hand dusting brushes.		30	do
		6 painters' dusting brushes.		25	do
		6 long-handled tar brushes.		30	do
		6 short-handled tar brushes.		20	do
		3 varnish brushes.		60	do
		30 paint brushes, 000.		50	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	6 paint brushes, 0000..... 4 .....do.....00000..... 2 .....do.....000000..... 12 sash tool brushes, assorted..... 18 camel's hair brushes, assorted..... 1 pound bristles..... 350 gallons winter-strained sperm oil..... 6 gallons neatsfoot oil..... 1 gallon sweet oil..... 260 gallons fish oil..... 250 pounds hard brown soap..... 50 pounds castile soap..... 1,000 pounds pure tallow..... 1 barrel soft soap..... 50 pounds beeswax..... 50 bricks, Bath..... 1 bellows, smith's, 30 inches..... 48 brooms, hickory..... 48 brooms, corn..... 10 pounds borax, refined..... 1 call, silver..... 6 skeins catgut, large size..... 500 pounds cotton waste whipping stuff..... 50 pounds cotton packing..... 1 drum, bass..... 2 drums, tenor..... 3 drum heads, bass..... 8 drum heads, tenor..... 2 drum snares..... 6 pounds emery flour.....	\$0 60 each. 70 do 90 do 15 do 6 do 5 00 per pound. 1 90 per gallon. 1 10 do 5 00 do 80 do 6 do 15 do 12 do 3 00 per barrel. 33 per pound. 5 each. 8 00 do 15 do 22 do 33 per pound. 3 00 each. 25 do 11 per pound. 12 do 25 00 each. 8 00 do 2 50 do 2 00 do 25 do 12 per pound.	Kittery.

2 reams emery cloth.....	5 00	per ream.
1 ream emery paper.....	4 00	do
1 bundle flags, cooper's.....	1 00	per bundle.
2 glasses, 60'', sand.....	1 00	each.
2 glasses, 30'', sand.....	75	do
1 grindstone, 120 pounds, mounted.....	4 00	do
100 pounds glue.....	22	per pound.
100 fish-hooks, assorted.....	1 00	per hundred.
1 hoop, truss, set of "wood".....	3 00	per set.
1 lead, Erricson's or Ogden's.....	25 00	each.
1 log, Massey's.....	20 00	do
6 lines, chalk, 80 to 100 feet each.....	1 00	do
12 lines, fishing.....	50	do
1 gross lamp-wick, wove.....	2 00	per gross.
10 pounds lamp-wick, yarn.....	15	per pound.
2 barrels lime, 200 pounds each.....	2 50	per barrel.
5 jars lime, chloride, in 20-pound jars.....	2 00	each.
7 lanterns, horn.....	1 00	each.
6 lanterns, globe, with guards, &c., complete.....	5 00	do
6 lamps, reflectors and chimneys complete, small.....	2 50	do
6 lamp screws, with double tubes.....	10	do
1 line, measuring, metallic, 80 to 100 feet.....	1 00	do
1 mill, paint, iron.....	8 00	do
100 needles, sail.....	2 50	per hundred.
50 needles, roping.....	2 50	do
3 oil stones.....	1 00	each.
6 pumps, copper, hand, complete, with joints.....	8 00	do
6 pumps, wood, hand, with joints.....	75	do
18 life-preservers.....	2 50	do
140 pounds potash.....	10	per pound.
18 palms, mounted, sewing.....	50	each.
10 palms, mounted, roping.....	50	do
100 pounds rubber, sheet packing.....	75	per pound.
3 pounds sal-ammoniac.....	10	do
1 stone and muller, paint.....	2 00	per set.
10 pounds stone, rotten, lump.....	6	per pound.
20 pounds sulphur, flour of.....	10	do
20 pounds soapstone, pulverized.....	10	do
1 seine of tanned flax, 80 fathoms, bag and sinkers complete.....	80 00	eac

LIST OF CONTRACTS—Continued.

Date.	on.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 19	1857. June 30	John Wendell—Continued.	500 pounds yarn, packing 28 adzes, carpenter's, handled 3 adzes, hollow, handled 4 adzes, cooper's, handled 25 axes, broad, handled 2 axes, cooper's, handled 100 axes, wood, handled 6 augers, ship, patent, estimated at 48-eighths, assorted 1 dozen awls, brad, handled 2 dozen awls, wire, handled 4 dozen awls, shoemakers', handled 6 anvils, estimated at 140 pounds each 100 pounds burrs, copper, assorted 6 braces and bitts, wood, complete, (48 bitts) 5 braces and bitts, iron, complete, (20 bitts) 6 bevels, steel-tongued 1 dozen buttons, plate, brass 1 dozen buttons, plain, brass, 1½ to 2 inches 12 dozen bolts, flush, brass, 6 by 1¼ inch 1 dozen bolts, flush, brass, 4 by 1 inch 1 dozen bolts, flush, brass, 2¼ by ¾ inch 5 dozen bolts, barrel, brass, 4 to 6 inches 4 balances, spring, to weigh 25 pounds 4 balances, spring, to weigh 50 pounds 6 borers, bung 6 borers, tap 8 sets binnacle braces, brass 25 pounds brass, sheet, assorted 3 brands, ship's name 1½ dozen compasses, carpenters'	\$0 18 per pound. 1 50 each. 1 50 do 1 25 do 1 25 do 1 00 do 1 25 do 20 per eighth, 1 00 per dozen. 75 do 1 00 do 10 per pound. 50 do 6 00 per set. 4 00 do 75 each. 1 00 per dozen. 1 25 do 5 00 do 4 00 do 4 00 do 6 00 do 3 00 each. 5 00 do 25 do 25 do 6 00 per set. 30 per pound. 3 00 each. 2 50 per dozen.	Kittery. Brooklyn.

14 dozen compasses, armorers'	9 00	do
6 dozen chisels, firmer, assorted, handled	9 00	do
1 dozen chisels, socket, assorted, handled	12 00	do
18 sets castors, fixed wheel, brass, 1 1/4 inch	50	per set.
3 sets castors, socket, brass 1 1/4 inch	50	do
1 calliper, mast	2 50	each.
2 callipers, smiths'	1 00	do
12 cabin bells, with stop-crank and fixtures complete	3 00	do
20 cranks and segments for bells, brass	50	do
5 sets dish-covers, planished, 12 in a set	5 00	per set.
5 sets dish covers, planished, 8 in a set	4 00	do
5 sets dies, letters and figures, 3/8 inch	5 00	do
3 diamonds, glaziers'	8 00	each.
3 drills, stock-press	2 50	do
5 drills, box and bow	1 00	do
12 drill-braces	3 00	do
8 dividers, brass	30	do
1 dozen escutcheons, plate, brass, assorted	10 00	per dozen.
1 dozen escutcheons, thread	8 00	do
1 pound escutcheon pins	50	per pound.
1 dozen files, whip saw, 6 to 8 inches	2 00	per dozen.
1.....do.....hand saw, 5 to 6 inches	2 00	do
1.....do.....cross-cut, 6 to 10 inches	3 00	do
1.....do.....rat-tail, 5 to 10 inches	1 50	do
1.....do.....flat, bastard, 8 to 14 inches	5 00	do
1.....do.....flat, fine, 8 to 12 inches	6 00	do
3.....do.....flat, single-cut, 12 inches	5 00	do
1.....do.....four-sided, 8 to 14 inches	6 00	do
4.....do.....round, bastard, 8 to 14 inches	6 00	do
1.....do.....half round, assorted, 8 to 14 inches	5 00	do
3.....do.....safe edge, 8 inches	4 00	do
3 forges, portable, complete, smiths'	3 00	each.
3 filters, diaphragm	5 00	do
4 dozen, gauges, carpenters'	3 00	per dozen.
12 dozen gimlets, nail, assorted	2 00	do
3 dozen gimlets, spike, assorted	2 00	do
3 dozen gouges, firmer, handled, assorted	5 00	do
4 dozen gouges, socket, handled, assorted	18 00	do
30 gridlrons	50	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	6 griddles..... 6 hammers, claw....handled..... 15.....do.....tinnets'.....do..... 12.....do.....wrench.....do..... 12.....do.....coopers'.....do..... 3 dozen hooks and eyes, brass, for furniture..... 12 pair hinges, brass butt, shifting pins, 4½ by 2½ inches.. 60.....do.....do.....do.....4½ by 4½.....do..... 60.....do.....do.....do.....do.....4 by 4.....do..... 150.....do.....do.....do.....do.....4 by 2.....do..... 12.....do.....do.....do.....stationary 3½ by 3½.....do..... 12.....do.....do.....do.....do.....3½ by 1½.....do..... 300.....do.....do.....do.....do.....3 by 1½.....do..... 150.....do.....do.....do.....do.....2½ by 1½.....do..... 100.....do.....do.....do.....do.....2 by 1.....do..... 12.....do.....do.....do.....do.....do.....4½ by 4½.....do..... 60.....do.....do.....secretary, and fastenings, brass, 5 by 5 inches, complete..... 26 pair hinges, table, brass, 2 by 4½ inches..... 12 pair hinges, iron butt, 2 by 1½ to 4 by 3..... 12 dozen hooks, cabin door, brass, 3 by 6 inches..... 10.....do.....coat and hat, brass..... 15.....do.....pantry, brass, 1 to 2½ inches..... 3 hatchets, with handles, assorted..... 1 marking iron..... 6 knives, drawing, 12 to 16 inches..... 1 knife, rounding..... 5 knives, drawing, coopers'..... 5 knives, hollow..... 10 knives, pallet, 8 to 12 inches.....	\$0 50 each. 50 do 75 do 1 50 do 1 50 do 2 00 per dozen. 60 per pair. 60 do 90 do 70 do 75 do 50 do 50 do 30 do 25 do 25 do 1 00 do 40 do 20 do 2 50 per dozen. 1 50 do 1 25 do 1 25 each. 3 00 do 2 00 do 2 00 do 1 50 do 3 00 do 75 do	Brooklyn.

10 knives, putty, 3 to 4 inches	25	do
6 dozen knives, shoemaker's	1 50	per dozen.
1 dozen knobs, mahogany, $\frac{1}{2}$ to 2 inches	25	do
12 dozen knobs, black walnut, $\frac{1}{2}$ to — inches	30	do
3 kettles, glue, copper, 1 to 3 quarts	3 50	each.
3 kettles, pitch, 16 to 20 inches diameter at top	5 00	do
14 kettles, iron, tea	80	do
7 kettles, fish	4 00	do
2 kettles, camp	3 00	do
20 dozen keys, extra, iron and brass	12	per dozen.
8 dozen locks, brass, mortise, 3 by 4 inches in thickness, $\frac{1}{2}$ -inch furniture, complete, right and left	6 00	do
1 dozen locks, brass, upright, rim, knobs, $3\frac{1}{2}$ by 6 inches furniture, complete	6 00	do
3 dozen locks, brass, dead, 3 by 5 inches	5 00	do
8 dozen locks, drawer, 2 by $3\frac{3}{4}$ inches	3 00	do
3 dozen locks, chest, 3 by 4 inches	3 50	do
12 dozen locks, brass, closet, $2\frac{1}{4}$ by 4 inches, right and left	5 00	do
3 dozen locks, brass, closet, $1\frac{3}{4}$ by 3 inches, right and left	4 00	do
1 dozen locks, brass, book-case, 2 by 3 inches	6 00	do
2 dozen locks, brass, desk, $3\frac{1}{4}$ inches	4 00	do
1 dozen locks, brass, pad, $2\frac{1}{4}$ to 3 inches	3 50	do
1 dozen locks, iron, dead, $3\frac{1}{4}$ by 5 inches	4 00	do
1 dozen locks, iron, drawer, 2 by $2\frac{3}{4}$ inches	3 50	do
1 dozen locks, iron, closet, $2\frac{1}{4}$ by 4 inches, right and left	3 50	do
1 dozen locks, iron, pad, $2\frac{1}{4}$ to 3 inches	3 50	do
5 ladles, iron	60	per ea
8 ladles, pitch	75	do
2 lathes, turning, and tools complete, for wood and iron	10 00	do
5 planes, grooving, width of iron $\frac{1}{4}$ to 1 inch	1 75	do
8 planes, smoothing, width of iron $1\frac{1}{2}$ to 2 inches	1 75	do
1 plane, rabbit, width of iron 1 to 2 inches	3 00	do
1 plane, long jointer, width of iron $2\frac{1}{2}$ inches	2 00	do
1 plane, short jointer, width of iron $2\frac{1}{4}$ inches	1 75	do
2 planes, jointer, long, coopers'	5 00	do
6 planes, jointer, short, coopers'	2 50	do
1 plane, block	2 00	do
5 planes, jack, width of iron $1\frac{1}{4}$ to 2 inches	1 75	do
1 plane, beading, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch	2 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	16 planes, moulding, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch..... 2 planes, plough, with 8 bitts..... 2 planes, match, to suit $\frac{3}{4}$ and $\frac{1}{2}$ boards..... 12 pincers, assorted..... 24 plyers, assorted..... 30 pans, frying..... 100 pans, stew..... 2 pots, iron..... 12 sets poker, shovel, and tongs..... 40 dozen rings, curtain, brass, assorted..... 6 dozen rings, flush, brass..... 12 dozen rings, screw, brass..... 12 rules, 2 feet, double and single jointed..... 12 rods, gauging..... 12 rasps, wood, assorted..... 30 pounds rivets, iron, coopers'..... 50 pounds rivets, sheave, 1 inch..... 50 pounds rivets, sheave, $1\frac{1}{4}$ inch..... 50 pounds rivets, sheave, $1\frac{1}{2}$ inch..... 50 pounds rivets, sheave, $1\frac{3}{4}$ inch..... 50 pounds rivets, sheave, $3\frac{1}{2}$ inches, $\frac{5}{16}$ wire..... 60 pounds rivets, copper, boat, assorted..... 30 pounds rivets, copper, Nos. 1 and 2..... 30 saws, hand, 2 feet 2 inches..... 3 saws, whip, with tiller and box fitted..... 1 saw, cross-cut, 4 to 6 feet long..... 12 saws, wood..... 15 saws, hack, with frame..... 2 saws, pannel, 14 to 20 inches..... 10 saws, compass, 10 to 15 inches.....	\$2 50 per each. 6 00 do 2 00 do 25 do 25 do 75 do 50 do 3 00 do 1 50 per set. 75 per dozen. 75 do 1 00 do 50 per each. 50 do 70 do 20 per pound. 20 do 20 do 20 do 20 do 20 do 20 do 40 do 40 do 1 00 per each. 5 00 do 5 00 do 1 00 do 1 00 do 1 00 do 1 00 do 50 do	Brooklyn.

1 saw, keyhole and pad, 6 to 12 inches.....	50	do
6 saws, tenon	1 00	do
1 saw, dovetail	75	do
2 saw sets	75	do
2 steel-yards, to weigh 25 pounds.....	2 00	do
3 scales, beam, to weigh from 300 to 800 pounds.....	2 00	do
5 screws, clamp, wood	5 00	do
2 screws, bench.....	4 00	do
3 screws, jack, 2½ to 3 feet, equal to Ballard's	5 00	do
25 gross screws, brass, gimblet point, Nos. 4 to 24.....	3 00	per gross.
50 gross screws, iron, gimblet point, Nos. 3 to 24.....	1 50	do
5 shaves, spoke	75	per each.
5 shaves, can	1 00	do
6 shaves, bucket	90	do
5 shaves, in.....	1 00	do
5 squares, trying, steel blades, 6 inches	50	do
8 squares, iron, 2 feet.....	75	do
6 squares, brass.....	1 00	do
18 shovels, coal, steel.....	1 50	do
6 shovels.....	1 00	do
6 spades	90	do
200 scrapers, ship, handled, steel blades.....	25	do
5 shears, bench, tinnors'	4 00	do
7 shears, hand, tinnors'	2 00	do
2 shears, sheep	50	do
1 stake, iron.....	3 00	do
2 stakes, edging, tinnors'	5 00	do
3 stakes, planishing.....	5 00	do
6 screw-plates and taps, large size.....	3 00	do
2 screw-plates and taps, small size	3 00	do
1 thousand tacks, iron, gimp.....	25	per M.
1 thousand tacks, iron, cut	25	do
10 pounds tacks, copper, cut.....	50	per pound.
50 table fasteners, 2½ by 2½ inches.....	10	per each.
600 pounds vice, bench, from 3½ to 5½ jaws.....	10	per pound.
1 vice, hand	1 50	per each.
100 pounds wire, brass, assorted	30	per pound.
100 pounds wire, copper, assorted.....	30	do
25 pounds wire, iron, assorted	20	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. July 29	1857. June 30.	John Wendell—Continued.	10 waffle irons 2 water closet fixtures, stop cocks, china basin, complete... 12 water closet basins, china 2 sets weights, from 1 to 4 pounds..... 2 sets weights, from 7 to 28 pounds 20 wrenches, screw..... 1,000 pounds rigging leather, sides not less than 10 pounds 600 pounds pump leather, sides not less than 25 pounds... 100 pounds bellows leather, sides not less than 6 pounds.. 12 skins buff leather..... 300 pounds oiled tanned leather..... 400 pounds dressed raw hides, not less than 18 pounds... 20 pieces 18-inch red bunting..... 5 pieces 12-inch red bunting..... 5 pieces 9-inch red bunting..... 5 pieces 4½-inch red bunting..... 20 pieces 18-inch blue bunting..... 5 pieces 12-inch blue bunting..... 5 pieces 9-inch blue bunting..... 5 pieces 4½-inch blue bunting..... 20 pieces 18-inch white bunting..... 5 pieces 12-inch white bunting..... 5 pieces 9-inch white bunting..... 5 pieces 4½-inch white bunting..... 10 pieces 18-inch green bunting..... 10 pieces 18-inch yellow bunting..... 600 yards white muslin, ¾-yard wide..... 200 yards blue muslin, ¾-yard wide..... 300 yards Russia sheeting..... 10 yards green baize.....	50 per each. 10 00 do 1 00 do 1 50 per set. 5 00 do 1 75 per each. 40 per pound. 33 do 50 do 50 per skin. 30 per pound. 25 do 9 00 per piece. 10 do 10 do 5 do 8 00 do 5 do 50 do 10 do 9 00 do 5 do 50 do 10 do 8 00 do 8 00 do 8 per yard. 10 do 12 do 2 00 do	Brooklyn.

10 yards fearnought	2 00	do
10 yards satinnet.....	1 50	do
20 yards broadcloth	2 50	do
100 yards blue moreen	50	do
10 yards black cotton velvet	1 00	do
10 yards hair cloth, 30 inches wide	1 50	do
5 yards hair cloth, 24 inches wide	1 00	do
100 yards blue worsted binding	1	do
200 yards black worsted binding	1	do
50 yards linen tape.....	1	do
100 yards broad gimp, silk and worsted.....	25	do
200 yards black gimp.....	3	do
50 pounds white linen thread	1 00	per pound.
40 pounds black linen thread	1 00	do
50 pounds shoe thread.....	50	do
200 pounds white curled hair.....	40	do
12 spools sewing cotton.....	3	per spool.
10 papers sewing needles.....	20	per paper.
5 gross black tuft	2 00	per gross.
80 barrels thin tar, each containing not less than 30 gallons	2 50	per barrel.
25 barrels pitch, each containing not less than 300 pounds	2 25	do
30 barrels No. 1 rosin, each containing not less than 300 pounds.....	2 50	do
40 barrels soft clear turpentine, each containing not less than 280 pounds	5 00	do
5 barrels coal tar, each containing not less than 30 gallons	10 00	do
100 gallons tar oil.....	60	per gallon.
5 pounds antimony	30	per pound.
300 pounds beeswax.....	30	do
400 bricks, Bath	4	each.
100 bricks, fine	6	do
5 bellows, smiths', 30 inches	8 00	do
100 brooms, hickory.....	10	do
800 brooms, corn.....	20	do
80 pounds refined borax	30	per pound.
500 pounds black lead.....	6	do
50 pounds chalk, white.....	1	do
5 pounds chalk, red	4	do
20 pounds cord, window	50	do

Disposal

Quantity
Value of surplus

Date of receipt—Comptroller

Date of issue

Name of contractor

Date of completion

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	10 pounds cord, blind..... 13 calls, silver..... 50 bushels charcoal..... 100 chimneys, lamp..... 40 skeins catgut, large size..... 5 skeins catgut, small size..... 10 pounds copperas..... 1 barrel clay, fire..... 5 pounds cotton batting..... 1,000 pounds cotton, spun..... 1,000 pounds cotton, waste, whipping stuff..... 200 pounds cotton, packing..... 5 pound crocus martus..... 5 pounds cane binding..... 42 pounds cane seating..... 3 drums, bass..... 4 drums, tenor..... 4 drum heads, bass..... 26 drum heads, tenor..... 6 drum snares..... 5 pounds emery flour..... 90 pounds emery, assorted..... 3 reams emery cloth..... 1 ream emery paper..... 1 bundle flags, coopers'..... 50 square yards felt..... 4 glasses, 60"..... 6 glasses, 30"..... 6 grindstones, 120 pounds each, mounted..... 125 pounds glue.....	\$0 40 per pound. 3 00 each. 25 per bushel. 5 each. 12 do 10 do 3 per pound. 1 50 per barrel. 12 per pound. 13 do 12 do 18 do 12 do 50 do 50 do 10 00 each. 5 00 do 2 50 do 1 do 1 00 do 12 per pound. 12 do 5 00 per ream. 4 00 do 1 00 per bundle. 50 per sq. yard. 1 00 each. 1 00 do 5 00 do 22 per pound.	Brooklyn.

30 sheets horn for lanterns	6	each.
12 hooks, fish, assorted	1 00	per 100.
5 sets hoops, truss, wood	3 00	per set.
600 inches hoops, mast, hickory	1	per inch.
3 hydrometers	1 50	each.
5 leads, Ericson's or Ogden's	25 00	do
3 logs, Massey's	10 00	do
30 lines, chalk, 80 to 100 feet each	1 00	do
50 lines, fishing	30	do
12 lines, measuring, metallic, 75 to 100 feet	5	do
10 gross lampwick, wove	1 00	per gross.
100 pounds lampwick, yarn	10	per pound.
5 lamps, with reflectors, small size	3 00	each.
5 barrels lime, of 200 pounds each	2 00	per barrel.
20 jars chloride of lime, in 20 pound jars	2 25	each.
50 lanterns, globe, with guards, &c., complete	4 00	do
24 lamp-screws, with double tubes	5	do
20 sheets mica	5	do
100 pounds mercury, in flasks	30	per pound.
2 mills, paint, iron	10 00	each.
100 needles, sail	5 00	per 100.
100 needles, roping	6 00	do
10 oil stones	7	each.
5 pumps, wood	1 00	do
50 preservers, life	2 50	do
200 pounds pot ash	10	do
190 palms, mounted, sewing	50	do
75 palms, mounted, roping	60	do
150 pounds rubber, sheet, packing	55	per pound.
150 pounds rubber, per pattern	55	do
30 pounds sal ammoniac	10	do
3 reams sand paper, assorted	2 00	per ream.
1 paint stone and muller	2 00	per set.
10 pounds stone, rotten, lump	6	per pound.
10 pounds sulphur, flour of	15	do
50 pounds soapstone, pulverized	10	do
3 seines of tanned flax, 80 fathoms, with bag, &c., complete	70 00	each.
70 pounds thrums	25	per pound.
8 thermometers	1 00	each.

20,000 pounds pure dry white lead.....	8	do
6,000 pounds white zinc paint, in oil.....	8	do
4,000 pounds red lead, dry.....	8	do
1,200 pounds lamp-black.....	4	do
2,000 pounds French yellow ochre.....	3	do
50 pounds gum shellac.....	16	do
200 pounds gum demar.....	25	do
3,000 gallons linseed oil, raw.....	75	per gallon.
600 gallons spirits turpentine.....	45	do
12 gallons spirits of wine, 95 per cent. proof.....	75	do
16 gallons zinc drying oil.....	1	00 do
1,600 pounds rigging leather, sides not less than 10 lbs.....	40	per pound.
250.....do...bellows.....do.....do.....6..do.....	40	do
500 pounds oil tanned leather.....	20	do
180 pounds dressed raw hides, not less than 18 lbs each.....	10	do
45 pieces 18-inch red bunting.....	7	00 per piece.
30.....do...blue...do.....	25	do
40.....do...white...do.....	7	00 do
4.....do...black...do.....	5	00 do
10.....do...green...do.....	5	00 do
10.....do...yellow...do.....	5	00 do
100 yards white muslin, $\frac{3}{4}$ yard wide.....	6	per yard.
50.....do...blue...do... $\frac{3}{4}$.....do.....	6	do
100.....do...black...do... $\frac{3}{4}$.....do.....	5	do
20 yards blue nankeen.....	10	do
400 yards Russia sheeting.....	2	do
40 yards green baize.....	10	do
100 yards fearnought.....	20	do
500 yards blue worsted finding.....	1	do
40 yards black linen osnaburgs.....	1	do
10 pounds white linen thread.....	20	per pound.
10.....do...blue.....do.....	20	do
20.....do...black.....do.....	20	do
10.....do...red.....do.....	30	do
10.....do...shoe.....do.....	10	do
200 pounds curled hair.....	10	do
60 spools sewing cotton.....	1	per spool.
10 papers sewing needles.....	1	per paper.
60 gross black tufting buttons.....	25	per gross.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	2,400 gallons winter strained sperm oil..... 400 gallons fish oil..... 200 pounds castile soap..... 6,000 pounds pure tallow..... 800 pounds beeswax..... 200 bricks, Bath..... 2 bellows, smiths', 30 inches..... 1,000 pounds chalk, white..... 2 pounds chalk, red..... 20 pounds cord, window..... 100 bushels charcoal..... 40 skeins catgut, large size..... 2 barrels clay, fire..... 2,000 pounds cotton, spun..... 4 drums, bass..... 6 drums, tenor..... 12 drum-heads, bass..... 100 pounds emery flour..... 4 reams emery cloth..... 8 glasses, sand 60''..... 8 glasses, sand 30''..... 4 leads, Ogden's..... 4 lines, measuring metallic, 80 to 100 feet..... 100 barrels lime, of 200 pounds each..... 10 jars lime, chloride, in 20-pound jars..... 20 lanterns, globe, with guards, &c., complete, brass..... 100 sheets mica..... 4 mills paint iron..... 6 oil stones..... 200 pounds potash.....	\$1 90 per gallon. 75 do 15 per pound. 12 do 30 do 3 each. 8 00 do 1 per pound. 10 do 50 do 25 per bushel. 10 per skein. 3 00 per barrel. 5 per pound. 10 00 each. 1 00 do 1 do 12 per pound. 5 00 per ream. 50 each. 25 do 10 00 do 1 00 do 1 50 per barrel. 2 50 each. 4 00 do 1 do 2 00 do 1 00 do 10 per pound.	Gosport.

July 28	June 30	P. F. Schliecker.....			
		10 pounds sal ammoniac	5	do	Kittery.
		50 pounds sulphur	6	do	
		2,000 pounds yarn packing.....	16	do	
		1 ton lignumvitæ, 3 to 8 inches	15 00	per ton	
		1 do..... 8½ to 12 inches.....	35 00	do	
		3 do..... 12½ to 16 inches.....	45 00	do	
		25 barrels thin tar, each containing not less than 30 gallons.....	2 75	per barrel.	
		30 barrels pitch, each containing not less than 300 pounds.....	2 80	do	
		4 barrels No. 1 rosin.....do.....	4 00	do	
		25 barrels soft clear turpentine, containing not less than 280 pounds.....	3 75	do	
		1 barrel coal tar, containing not less than 30 gallons.....	3 00	do	
		30 gallons tar oil.....	40	per gallon.	
		4 tons lignumvitæ, 3 to 5 inches	15 00	per ton.	Brooklyn.
		6 do..... 5½ to 8 inches	18 00	do	
		7 do..... 8½ to 12 inches.....	25 00	do	
		4 do..... 12½ to 16 inches	30 00	do	
		2 do..... 16½ to 18 inches	35 00	do	
		1 do..... 3 to 5 inches.....	15 00	do	Philadelphia.
		3 do..... 5½ to 8 inches.....	18 00	do	
		2 do..... 8½ to 12 inches	22 50	do	
		2 do..... 12½ to 16 inches	39 00	do	
		1,400 pounds rigging leather, sides not less than 10 lbs.....	37	per pound.	
		200 pounds pump.....do.....	33	do	
		300 pounds bellows.....do.....	39	do	
		6 barrels thin tar, each containing not less than 30 gallons.....	2 75	per barrel.	Washington.
		6 barrels pitch.....do.....	2 60	do	
		2 barrels No. 1 rosin.do.....	4 00	do	
		2 barrels coal tar.....do.....	3 00	do	
		100 barrels pitch.....do.....	2 50	do	
		25 barrels No. 1 rosin.do.....	4 25	do	
		30 barrels soft clear turpentine	4 00	do	
		400 gallons tar oil.....	40	per gallon.	
		1,000 feet leading hose, in 25 feet lengths	80	per foot.	
		100 feet suction hose, in 6 feet lengths.....	32	do	
		30 barrels thin tar, each containing not less than 30 gallons.....	2 50	per barrel.	Philadelphia.
		70 barrels pitch.....do.....	2 25	do	
		10 barrels No. 1 rosin.do.....	3 12	do	
		10 barrels soft clear turpentine.....do.....	3 87	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 28 July 29	1857. June 30 June 30	P. F. Schliecker..... Allyn, Rose & Capps.....	2 barrels coal tar, each containing not less than 30 gallons. 4 adzes, carpenters', handled..... 4 adzes, coopers', handled..... 4 brace and bitts, wood, complete, 48 bitts..... 4 balances, spring, to weigh 25 pounds..... 4.....do.....50 pounds..... 1 dozen compasses, carpenters'..... 1.....do.....armorers'..... 4 crows, coopers'..... 40 cranks and segments for bell, brass..... 4 sets dish covers, planished, 12 in a set..... 4.....do.....8.....do..... 50 dozen escutcheons, thread, brass, assorted..... 2 dozen files, whip-saw, 6 to 8 inches..... 6.....do.....hand-saw, 5 to 6 inches..... 2.....do.....cross-cut, 6 to 10 inches..... 4.....do.....rat-tail, 5 to 10 inches..... 10.....do.....flat bastard, 8 to 14 inches..... 12.....do.....fine flat, 8 to 12 inches, safe edge..... 12.....do.....half-round, 8 to 14 inches..... 4.....do.....round bastard, 8 to 14 inches..... 8 felters, diaphram..... 2 dozen gauges, carpenters'..... 6 dozen gimlets, nail, assorted..... 6 gridirons..... 6 griddles..... 12 hammers, claw, handled..... 4 hammers, tinnors, handled..... 200 pair hinges, brass butt, shifting pins, 4 by 3 inches..... 250.....do.....stationary, 3½ by 2½ inches.....	\$2 50 per barrel. 2 00 each. 2 25 do 3 50 per set. 1 00 each. 1 00 do 2 00 per dozen. 3 00 do 2 00 each. 20 00 do 15 00 per set. 6 do 1 00 do 1 25 do 3 00 do 3 00 do 6 00 do 4 00 do 4 00 do 4 00 do 10 00 each. 1 50 per dozen. 50 do 75 each. 50 do 1 00 do 1 50 do 50 per pair. 40 do	Philadelphia. Gosport.

200.....do.....do.....do.....3 by 1½ inches.....	25	do
70.....do.....do.....do.....1½ to open 2½ inches..	25	do
500.....do.....do.....do.....2 by 1 inch.....	12½	do
6 dozen coat and hat hooks, brass.....	3 00	per dozen.
6 kettles, iron, tea.....	75	each.
10 kettles, copper, tea.....	3 50	do
4 kettles, fish.....	4 00	do
20 dozen locks, brass mortise, 3½ by 5 inches, in thickness ½ inch, brass keys, white porcelain knobs, furniture plated, complete, right and left.....	10 00	per dozen.
12 dozen locks, brass, drawer, 2 by 2½ inches.....	5 00	do
4.....do.....chest, 3 by 4 inches.....	6 00	do
6.....do.....pad, 2½ by 3 inches.....	10 00	do
40.....do.....iron, drawer, 2 by 2½ inches.....	1 25	do
10.....do.....closet, dead, 2½ by 4 inches, right and left.....	4 00	do
25.....do.....pad, dead, 2½ to 3 inches.....	4 00	do
4 pans, frying.....	50	each.
10 pans, stew.....	1 00	do
6 pans, bake.....	50	do
4 pots, iron.....	3 00	do
4 sets, poker, shovel and tongs.....	1 50	per set.
24 pulleys, sash, brass face, 4 inches.....	25	each.
100 rings, brass, flush, 1 to 1½ inch.....	15	do
100 rings, brass, screw.....	5	do
200 pounds rivets, coopers', assorted.....	25	per pound.
6 saws, hack, with frame.....	3 00	each.
4 saws, pannel, 14 to 20 inches.....	50	do
4 screws, bench.....	1 00	do
100 shovels, coal, steel.....	75	do
40 spades.....	80	do
50 thousand tacks, iron, gimp.....	10	per M.
500.....do.....do.....cut.....	12	do
50.....do.....do.....tinned.....	10	do
300 pounds tacks, copper, cut.....	50	per pound.
50 pounds brads, copper, cut.....	50	do
4 waffle irons.....	1 00	each.
4 water closet basins, china.....	3 00	do
6 wrenches, pall.....	3 00	do

500 pounds cast-steel, $\frac{3}{4}$ to 2 inches square.....	5	do
500 pounds octagon steel, $\frac{3}{4}$ to 1 $\frac{1}{4}$ -inch square.....	5	do
200 pounds German steel.....	5	do
500 pounds blister steel.....	4	do
1,000 pounds Russia nail-rods.....	6	do
1,000 pounds Russia spike-rods.....	3	do
5,000 pounds wrought-iron spikes, 4 to 6 inches long.....	4 $\frac{1}{2}$	do
5,000 pounds wrought-iron spikes, 6 $\frac{1}{4}$ to 9 inches long.....	5 $\frac{1}{2}$	do
500 pounds wrought-iron nails, 6-penny to 30-penny.....	3	do
300 pounds wrought-iron boat nails, 4-penny to 20-penny.....	3	do
300 pounds wrought-iron sheathing nails, 2 to 3 inches.....	3	do
75 pounds wrought-iron clout nails, $\frac{1}{2}$ to 1 $\frac{1}{4}$ -inch.....	12	do
5,000 pounds iron cut-nails, 4-penny to 40-penny.....	4 $\frac{1}{2}$	do
500 pounds iron finishing nails, 1 to 2 inches.....	3	do
500 pounds iron cut brad-head nails, 4-penny to 10-penny.....	2	do
3,000 pounds drawn lead-pipe, $\frac{1}{2}$ to $2\frac{1}{4}$ inches diameter.....	9	do
2,000 pounds pig lead.....	3	do
7,000 pounds pig zinc.....	7	do
1,000 pounds sheet zinc.....	6	do
4,000 pounds banca tin.....	35	do
100 pounds braziers' solder.....	20	do
5 boxes IX tin plate.....	12 00	per box.
5 boxes SD tin plate.....	12 00	do
2 boxes XX tin plate.....	13 50	do
6 carpenters' adzes, handled.....	1 50	each.
2 hollow adzes, handled.....	1 00	do
2 coopers' axes, handled.....	1 50	do
6 broad axes, handled.....	1 75	do
2 coopers' axes, handled.....	1 00	do
24 wood axes, handled.....	1 00	do
36 augers, ship, patent estimated at 288 eighths.....	2	per eighth.
2 dozen awls, brad, handled.....	36	per dozen.
1 .....do..... wire, handled.....	36	do
2 .....do..... shoemakers', handled.....	36	do
1 anvil, estimated at 140 pounds.....	7	per pound.
50 pounds burrs, copper, assorted.....	20	do
3 braces and bitts, wood, complete, (48 bitts).....	5 00	per set.
3 .....do..... iron, complete, (20 bitts).....	3 00	do
8 dozen brass buttons, plate.....	75	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29					
1857. June 30		Horton, Hale & Co.—Cont'd	8 dozen brass buttons, plain, $1\frac{1}{2}$ to 2 inches 2 dozen bolts, flush, brass, 6 by $1\frac{1}{4}$ -inch 2.....do.....do.....4 by 1-inch 2.....do.....do..... $2\frac{1}{2}$ by $\frac{3}{4}$ -inch..... 2 dozen bolts, barrel, brass, 4 to 6 inches..... 2 spring balances, to weigh 25 pounds..... 2.....do.....do.....50 pounds..... 100 pounds brass, sheet, assorted..... 1 dozen carpenters' compasses..... $\frac{1}{2}$ dozen armorers' compasses..... 2 dozen firmer chisels, handled 2 dozen socket chisels, handled 3 sets casters, fixed wheel, brass, $1\frac{1}{2}$ -inch..... 3.....do.....socket, brass, $1\frac{3}{4}$ -inch..... 1 coopers' crow..... 36 candlesticks, fitted with tin lamps 2 sets dies, letters and figures, $\frac{3}{8}$ -inch 2 glaziers' diamonds 12 dozen escutheons, thread, brass 4 dozen files, whip-saw, 6 to 8 inches..... 12.....do.....hand-saw, 5 to 6 inches..... 6.....do.....cross-cut, 6 to 10 inches..... 2.....do.....rat-tail, 5 to 10 inches..... 4.....do.....flat bastard, 8 to 14 inches..... 4.....do.....flat fine, 8 to 12 inches..... 4.....do.....four-sided, 8 to 14 inches 4.....do.....half-round, 8 to 14 inches..... 4.....do.....half-round bastard, 8 to 14 inches..... 1 forge, portable, (complete) smiths'..... 1 filter, diaphragm.....	\$0 10 per dozen,-- 50 do 50 do 33 do 6 00 do 10 each. 1 25 do 34 per pound. 1 75 per dozen. 7 50 do 4 00 do 6 00 do 10 per set. 75 do 1 75 each. 2 do 10 00 per set. 4 00 each. 3 per dozen. 2 50 do 1 50 do 1 00 do 1 00 do 1 25 do 1 25 do 1 25 do 1 25 do 1 25 do 30 00 each. 7 50 do	Charlestown.

1 dozen carpenters' gauges	4	00	per dozen.
2 dozen nail gimlets	50	do	
2 dozen spike gimlets	75	do	
2 dozen gouges, firmer, handled, assorted	5	00	do
2 dozen gouges, socket	4	00	do
12 gridirons	1	00	each.
12 griddles	1	00	do
50 claw hammers, handled	50	do	
24 riveting hammers, handled	50	do	
12 tinners' hammers, handled	1	00	do
12 hand hammers, handled	1	00	do
6 wrench hammers, handled	2	25	do
6 coopers' hammers, handled	25	do	
4 dozen hooks and eyes, for furniture	18	per dozen.	
48 pair hinges, brass butt, shifting pins, $4\frac{1}{2}$ by $2\frac{1}{2}$ inches	25	per pair.	
48 pair hinges, brass butt, shifting pins, $4\frac{1}{2}$ by $4\frac{1}{2}$ inches	1	00	per pair.
72	1	50	do
48	25	do	
72	75	do	
72	25	do	
36	25	do	
36	20	do	
72	15	do	
48 pair hinges, iron butt, 2 by $1\frac{1}{2}$, to 4 by 3 inches	12	do	
12	1	00	do
48 hooks, cabin door, brass, 3 to 6 inches	37	each.	
72 hooks, coat and hat, brass	3	do	
72 hooks, pantry, brass, 1 to $2\frac{1}{2}$ inches	1	do	
6 hatchets, with handles, a-sorted	75	do	
24 pair hasps, joint chest and staple, brass	25	per pair.	
24	50	do	
3 beak iron	7	00	each.
6 drawing-knives, 12 to 16 inches	83	do	
6	1	00	do
1 rounding-knife	1	25	do
3 hallow-knives	1	25	do
4 dozen brass knobs, $\frac{3}{4}$ to $\frac{5}{8}$ inch	20	per dozen.	
4 dozen white porcelain knobs, $\frac{3}{4}$ to 2 inches	50	do	
6 kettles, glue, copper, 1 to 3 quarts	50	each.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd.	12 kettles, iron, tea..... 12 kettles, copper, tea..... 2 kettles, fish..... 12 dozen keys, extra iron and brass, assorted..... 5 dozen locks, brass mortise, $3\frac{1}{2}$ by 5 inches, in thickness $\frac{3}{8}$ inch, brass keys, white porcelain knobs, furniture plated, complete, right and left..... 2 dozen brass upright rim-locks, knobs, $3\frac{1}{2}$ to 6 inches, furniture, complete..... 4 dozen locks, dead, $3\frac{1}{2}$ by 6 inches, brass..... 5.....do.....drawer, 2 by $2\frac{3}{4}$.....do..... 6.....do.....chest, 3 by 4.....do..... 3.....do.....closet, $2\frac{1}{2}$ by 4.....do.....right and left..... 3.....do.....do... $1\frac{1}{4}$ by 3.....do.....do..... 1.....do.....book-case, 2 by 2.....do..... 3.....do.....desk, $3\frac{1}{2}$.....do..... 4.....do.....pad, $2\frac{1}{2}$ to 3.....do..... 2.....do.....iron, dead, $3\frac{1}{2}$ by 5 inches..... 2.....do.....iron, chest, 3 by 4 inches..... 4.....do.....iron, drawer, 2 by $2\frac{3}{4}$ inches..... 2.....do.....iron, closet, $2\frac{1}{2}$ by 4 inches, right and left..... 6.....do.....iron, pad, $2\frac{1}{2}$ to 3 inches..... 8 pitch ladles..... 4 grooving planes, width of iron from $\frac{1}{4}$ to 1 inch..... 6 smoothing planes.....do..... $1\frac{3}{4}$ to 2 inches..... 4 long jointer planes.....do..... $2\frac{1}{2}$ inches..... 6 short jointer planes.....do..... $2\frac{1}{4}$ inches..... 2 cooper's long jointer planes..... 2 cooper's short jointer planes..... 2 cooper's block planes.....	\$1 25 each..... 6 00 do 2 25 do 75 per dozen. 18 00 do 1 50 do 1 50 do 3 00 do 5 50 do 1 00 do 1 00 do 1 00 do 1 00 do 10 00 do 1 00 do 1 50 do 2 00 do 1 00 do 2 50 do 1 50 each. 50 do 75 do 1 10 do 1 10 do 2 25 do 1 00 do 1 00 do	Charlestown.

6 planes, jack, width of iron, 1 1/4 to 2 inches.....	75	do
5 planes, beading.....do.....1/4 to 3/4 inch.....	40	do
5 planes, moulding.....do.....1/4 to 3/4 inch.....	50	do
2 planes, plough, with 8 bits.....	4 00	do
2 planes, match, for 3/4 and 3/8 boards.....	1 75	do
4 pincers.....	25	do
4 plyers.....	12	do
12 pans, frying.....	62	do
12 pans, stew.....	1 00	do
12 pans, bake.....	75	do
2 pots, iron.....	1 50	do
4 sets poker, shovel, and tongs.....	3 00	per set.
12 pulleys, sash, brass face, 4 inches.....	6	each.
5 dozen brass flush rings, 1 to 1 1/2 inches.....	50	per dozen.
2.....do.....screw rings.....	25	do
12 rules, 2 feet, double and single jointed.....	50	each.
12 rasps, wood, assorted.....	25	do
50 pounds rivets, sheave, 1-inch.....	3	per pound.
50.....do.....do.....1 1/8-inch.....	3	do
50.....do.....do.....1 1/4-inch.....	3	do
50.....do.....do.....1 1/2-inch.....	3	do
50.....do.....do.....3 1/2-inch, 1/16 wire.....	3	do
50.....do.....copper, boat, assorted.....	50	do
12 saws, hand, 2 feet 2 inches.....	1 25	each.
3 saws, whip, tiller and box fitted.....	1 25	do
3 saws, cross-cut, 4 to 6 feet long.....	3 75	do
12 saws, wood.....	75	do
6 saws, sash, 10 to 20 inches.....	1 25	do
12 saws, hack, with frame.....	75	do
6 saws, panel, 14 to 20 inches.....	50	do
6 saws, compass, 10 to 15 inches.....	50	do
6 saws, keyhole and pad, 6 to 12 inches.....	23	do
6 saws, tenon, 16 inches.....	25	do
6 saws, dovetail, 10 inches.....	25	do
6 screwdrivers, handled.....	25	do
3 steelyards, to weigh 250 pounds.....	1 00	do
2 screw-jacks, 2 1/2 to 3 feet, equal to Ballard's.....	30 00	do
50 gross screws, brass, gimblet point, Nos. 4 to 24.....	1 00	per gross.
50.....do.....iron.....do.....Nos. 3 to 34.....	25	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1827. June 30	Horton, Hall & Co.—Cont'd.	6 spoke-shaves..... 2 brass squares..... 24 shovels, coal, steel..... 50 scrapers, ship, handled, steel blades..... 24 sash springs..... 2 shears, bench, tinner's..... 2 shears, hand.....do..... 2 shears, sheep..... 2 stakes, iron..... 2 stakes, edging, tinner's..... 2 stakes, planishing..... 4 screw sets, plate and taps, large size..... 50,000 sprigs, iron, assorted..... 25,000 tacks, iron, gimp..... 50,000 tacks, iron, cut..... 25,000 tacks, iron, tinned..... 75 pounds tacks, copper, cut..... 12 table hasps, brass, 3 by 3 inches..... 12 table hasps, brass, 2½ by 2½ inches..... 12 table fastenings, brass, 2½ by 2½ inches..... 3 vices, bench, jaws 3½ to 5½ inches, estimated to weigh 150 pounds..... 3 vices, hand..... 200 pounds wire, brass..... 100 pounds wire, copper..... 500 pounds wire, iron..... 2 waffle irons..... 6 water closet basins..... 12 wrenches, pall..... 12 wrenches, screw.....	\$0 33 each..... 5 00 do 1 50 do 33 do 10 do 7 50 do 4 00 do 1 00 do 75 do 7 50 do 12 00 do 20 00 per set. 20 per M. 2 do 10 do 2 do 50 per pound. 6 each. 6 do 6 do 15 per pound. 50 each. 6 per pound. 30 do 3 do 1 00 each. 4 00 do 9 00 do 50 do	Charlestown.

6 wrenches, stock	7 00	do
8,000 pounds white lead, pure dry	6½	per pound.
6,000 pounds white lead, in oil, in 25 and 50 pound kegs	9	do
1,000 pounds black paint, in 25 and 50 pound kegs	3	do
4,000 pounds white zinc paint, in oil	9	do
2,000 pounds red lead, dry	8	do
600 pounds litharge	4½	do
3,500 pounds whiting	1½	do
600 pounds lamp black	3	do
800 pounds French yellow ochre	2½	do
50 pounds Turkey umber	8	do
10 pounds terra de sienna	25	do
30 pounds China yellow	5	do
150 pounds chrome green	25	do
300 pound Venitian red, dry	2	do
30 pounds Chinese vermillion	25	do
3 pounds Prussian blue	17	do
35 pounds pumice stone	10	do
175 pounds gum shellac	17	do
1,500 gallons linseed oil, raw, (English)	90	per gallon.
400 gallons spirits turpentine	35	do
30 gallons spirits wine, 95 per cent. proof	90	do
30 gallons copal varnish	2 75	do
12 gallons Japan varnish	1 00	do
25 gallons white demar varnish	1 50	do
75 pounds flax whipping twine	35	per pound.
50 pounds flax seine twine	31	do
500 pounds cotton twine, 5 and 6-thread	28	do
200 pounds cotton twine, 7 and 8-thread	22	do
120 lights, 6 by 8 inches, double thick crown glass	3½	per light.
300 lights, 7 by 9 inches, double thick crown glass	3½	do
600 lights, 8 by 10 inches, double thick crown glass	6	do
200 lights, 9 by 12 inches, double thick crown glass	10	do
300 lights, 10 by 12 inches, double thick crown glass	12	do
400 lights, 10 by 14 inches, double thick crown glass	15	do
80 lights, 11 by 16 inches, double thick crown glass	16	do
80 lights, 12 by 14 inches, double thick crown glass	25	do
80 lights, 12 by 16 inches, double thick crown glass	25	do
200 lights, 12 by 18 inches, double thick crown glass	25	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd.	40 lights, 14 by 20 inches, double thick crown glass..... 45 lights, 10 by 27 inches, double thick crown glass..... 25 straight deck lights, 10 by 3 inches..... 20 magazine glasses, 12 inches diameter, 1½ inch thick..... 20 magazine glasses, 10 inches diameter, 1½ inch thick..... 50 air port glasses, 7 inches in diameter, 1½ inch thick..... 1,000 pounds rigging leather, sides not less than 10 pounds 500 pounds pump leather, sides not less than 25 pounds.... 200 pounds bellows leather, sides not less than 6 pounds.. 10 pounds buff leather..... 100 pounds oil tanned leather..... 100 pounds dressed raw hides, not less than 18 pounds.... 20,000 pounds ox hides for rope, of largest size, flesh and hair removed..... 500 feet leading hose, in 25 feet lengths..... 150 feet suction hose, in 6 feet lengths..... 100 clamp brushes..... 100 hand scrubbing brushes..... 150 whitewash brushes..... 20 hand dusting brushes..... 20 painters' dusting brushes..... 50 long handled tar brushes..... 50 short handled tar brushes..... 20 varnish brushes..... 25 paint brushes, 000..... 25 paint brushes, 0000..... 25 paint brushes, 00000..... 25 paint brushes, 000000..... 50 sash tool brushes, assorted..... 10 camel's hair brushes.....	\$0 25 per light. 25 do 1 00 each. 5 00 do 5 00 do 1 75 do 30 per pound. 21 do 40 do 20 do 10 do 10 do 7½ do 85 per foot. 85 do 20 each. 20 do 1 00 do 10 do 50 do 13 do 33 do 15 do 67 do 67 do 67 do 67 do 15 do 2 do	Charlestown.

2 pounds bristles.....	6 00	per pound.
10 pieces 18-inch red bunting.....	7 00	per piece.
5 pieces 12.....do.....	3 00	do
5 pieces 9.....do.....	3 00	do
5 pieces 4½.....do.....	1 00	do
5 pieces 18-inch blue bunting.....	6 50	do
5 pieces 12.....do.....	3 00	do
5 pieces 9.....do.....	3 00	do
5 pieces 4½.....do.....	1 00	do
10 pieces 18-inch white bunting.....	6 00	do
5 pieces 12.....do.....	3 00	do
5 pieces 9.....do.....	3 00	do
5 pieces 4½.....do.....	1 00	do
5 pieces 18-inch green bunting.....	6 50	do
5 pieces 18-inch yellow bunting.....	6 50	do
60 yards white muslin, ¾ yard wide.....	15	per yard,
30 yards blue muslin, ¾ yard wide.....	2	do
150 yards Russia sheeting.....	2	do
10 yards broad cloth.....	3 00	do
25 yards black cotton velvet.....	33.	do
12 yards hair cloth, 24 inches wide.....	25	do
100 yards blue worsted binding.....	10	do
100 yards red worsted binding.....	10	do
100 yards black worsted binding.....	1	do
20 pounds white linen thread.....	1 25	per pound.
20 pounds blue linen thread.....	1 25	do
20 pounds shoe thread.....	50	do
50 pounds white curled hair.....	40	do
100 spoons sewing cotton.....	4	per spool.
50 papers sewing needles.....	4	per paper.
200 barrels thin tar, each containing not less than 30 galls.....	2 25	per barrel.
20 barrels pitch.....do.....300 lbs.....	3 00	do
20 barrels No. 1 rosin.....do.....300...do..	2 00	do
20 barrels soft clear turpentine.....do.....280...do..	4 00	do
10 barrels coal tar.....do.....30 galls.....	1 00	do
60 gallons tar oil.....	75	per gallon.
800 gallons winter-strained sperm oil.....	1 90	do
30 gallons neatsfoot oil.....	10	do
80 gallons whale oil.....	85	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd	500 pounds hard brown soap..... 50 pounds Castile soap..... 800 pounds pure tallow..... 1 barrel soft soap..... 200 pounds beeswax..... 200 Bath bricks..... 500 fire bricks..... 2 smiths' bellows, 30-inches..... 240 hickory brooms..... 240 corn brooms..... 10 pounds refined borax..... 100 pounds black lead..... 6 silver calls..... 20 bushels charcoal..... 50 lamp chimneys..... 12 skeins catgut, large..... 6 skeins catgut, small..... 1 barrel fire clay..... 100 pounds cotton batting..... 50 pounds cotton packing..... 10 pounds crocus martis..... 1 bass drum..... 2 tenor drums..... 6 bass drumheads..... 6 tenor drumheads..... 6 drum snares..... 10 pounds flour emery..... 2 reams emery cloth..... 2 reams emery paper..... 3 60-second sand glasses.....	\$0 8 per pound... 5 do 12 do 1 00 per barrel. 40 per pound. 5 each. 6 do 8 00 do 17 do 25 do 35 per pound. 6 do 4 50 each. 17 per bushel. 10 each. 25 skein. 25 do 1 50 per barrel. 4 per pound. 20 do 13 do 21 00 each. 7 00 do 2 50 do 2 00 do 25 do 10 per pound. 10 00 per ream. 1 00 do 1 00 each.	Charlestown.

2 30-second sand glasses.....	1 00	do
2 grindstones, mounted, 120 pounds each.....	3 00	do
100 pounds glue.....	20	per pound.
100 sheets horn, for lanterns.....	2	each.
100 fishing hooks.....	1	do
2 sets truss hoops.....	1 00	per set.
2 Ogden's leads, or Erricson's.....	25 00	each.
2 Massey's logs.....	20 00	do
24 chalk lines, 80 to 100 feet each.....	6	do
100 fishing lines.....	25	do
3 measuring lines, metallic, 80 to 100 feet.....	1 00	do
12 gross lampwick, wove.....	75	per gross.
100 pounds lampwick, yarn.....	25	per pound.
5 barrels lime, of 200 pounds each.....	1 00	per barrel.
10 jars chloride lime.....	1 00	each.
24 globe lanterns, with guards and lamps, brass.....	25	do
24 lamps, with reflectors and chimneys, small.....	1 25	do
24 lamp screws, with double tubes.....	10	do
300 sheets mica.....	12	per sheet.
50 pounds mercury, in flasks.....	70	per pound.
500 yards gunny cloth.....	3	per yard.
1 iron paint mill.....	10 00	each.
500 sail needles.....	1	per 100.
100 roping needles.....	3	do
2 oil stones.....	25	each.
12 wood pumps.....	25	do
50 life-preservers.....	3 00	do
20 mounted palms, sewing.....	6	do
20 mounted palms, roping.....	6	do
100 pounds rubber, sheet packing.....	45	per pound.
10 pounds sal ammoniac.....	25	do
2 sets paint stones and muller.....	1 50	per set.
10 pounds lump rotten-stone.....	10	per pound.
50 pounds flour of sulphur.....	10	do
50 pounds pulverized soapstone.....	2	do
50 pounds mop yarn.....	75	do
300 pounds wrought-iron spikes, 4 to 6 inches long.....	7½	do.....
500.....do.....do.....6½ to 9.....do.....	7½	do
1,000 pounds wrought-iron nails, 6-penny to 30-penny.....	4½	do

Philadelphia.

July 30 June 30 J. B. Baxter & Brother.....

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 30	1857. June 30	J. B. Baxter & Bro.—Cont'd	150 pounds wrought-iron boat nails, 6-penny to 10-penny.... 300.....do.....clout nails, $\frac{1}{2}$ to $1\frac{1}{2}$ -inch..... 3,000 pounds iron cut nails, 4-penny to 40-penny..... 800.....do.....spikes, 4 to 8 inches..... 100.....do.....iron finishing nails, $\frac{1}{2}$ to 2 inches..... 150,000 pounds, $\frac{1}{4}$ inch thick, tank plate iron..... 30,000 pounds galley plate-iron, as ordered..... 15,000 pounds boiler rivets, from $\frac{1}{4}$ to $\frac{3}{4}$ inch in diameter, per sample..... 20,000 pounds bar iron for galleys, as ordered..... 200 pounds composition boat spikes, $1\frac{3}{4}$ to $3\frac{1}{2}$ inches..... 100 pounds composition cocks, $\frac{3}{8}$ to $1\frac{1}{2}$ -inch..... 150.....do.....do..... $1\frac{1}{4}$ to $2\frac{1}{2}$ -inch..... 30 sets couplings and boxes, complete, for hand pumps, by sample..... 400,000 pounds best quality American ingot copper.....	\$0 14 per pound... 15 do 4 $\frac{1}{2}$ do 4 $\frac{1}{4}$ do 10 do 5 do..... 5 do 5 $\frac{1}{4}$ do 4 do 33 do..... 80 do 80 do 1 25 each. 26 $\frac{1}{2}$ per pound..	Philadelphia.
July 30	June 30	Colman & Kelton.....	500 feet leading hose, in 25-foot lengths..... 90 feet suction hose, in 6-foot lengths..... 50 pounds composition cocks, finished complete, with couplings from $\frac{3}{8}$ to $1\frac{1}{2}$ -inch..... 5,000 pounds pig lead..... 3,000 pounds drawn lead-pipe, $\frac{1}{2}$ to $3\frac{1}{2}$ inches diameter..... 50 pounds pig zinc..... 800 pounds sheet zinc..... 500 pounds banca tin, blocks..... 30 pounds braziers' solder..... 3 boxes tin-plate xx, 14 by 20 inches..... 3 boxes tin-plate x, 14 by 20 inches..... 15 boxes tin-plate xx, 10 by 14 inches.....	74 $\frac{1}{2}$ per foot... 2 00 do 75 per pound... 7 do 8 $\frac{1}{2}$ do 10 do 9 $\frac{1}{2}$ do 37 do 35 do 16 00 per box. 14 00 do 15 00 do	Washington. Brooklyn. Philadelphia.
July 30	June 30	N. S. Bailey.....			Brooklyn.
July 30	June 30	David Keener, agent B. C. S. Company.			Washington.
July 30	June 30	J. Lesley, jr.....			Brooklyn.

7 axes, broad.....	3 00	each.
2 axes, wood.....	1 00	do
50 augers, ship, patent, estimated at 400 eighths, assorted	8½	per eighth.
20 awls, brad handled.....	4	each.
3 awls, wire handled.....	8	do
5 dozen buttons, plate brass.....	75	per dozen.
7 dozen bolts, flush bulkhead, 5 by 2 inches	8 00	do
2 dozen bolts, flush bulkhead, 4 by ¾ inches	1 50	do
2 dozen barrel bolts, 4 by 6 inches	5 00	do
2 dozen neck bolts, 4 by 6 inches	5 50	do
3 dozen castors, socket, brass, 2 inches	2 25	do
2 dividers, brass, sailmakers'	50	each.
1 brand, ship's name.....	2 00	do
2 pounds escutcheon pins	75	per pound
6 files cross cut, 6 to 10 inches	20	each.
6 hammers, tinnors'	60	do
2 hammers, saddlers'	80	do
30 pairs hinges, brass butt, shifting pins, 4 by 3½	1 15	per pair.
30 pairs hinges.....do.....do.....3 by 3½	80	do
100 pairs hinges.....do.....do.....from 2 to 4 inches	20	do
9 pairs hinges, secretary and fastenings, complete, brass, 5 by 5 inches	75	do
9 pairs hinges, table, brass, 2 by 4 inches	60	do
60 pairs hinges, iron butt, 2 by 1½ to 4 by 3	5	do
30 pairs hinges, iron chest, strap, from 12 to 16 inches	30	do
15 pairs hinges, brass, strap, from 8 to 12 inches	2 00	do
2 dozen hooks, cabin, door, brass, 3 to 6 inches	2 00	per dozen.
8 dozen hooks, coat and hat, brass	2 00	do
12 dozen hooks, pantry	25	do
15 hasps, joint chest and staples, brass	50	each.
30 hasps.....do.....do.....iron	30	do
24 sail knives, steel blades	18	do
25 dozen door knobs, black walnut, ½ to 2 inch	20	per dozen.
5 dozen locks, brass morti e, from 3½ by 4 inches, in thickness ½ inch, white porcelain knobs, furniture plated, complete, right and left	16 00	do
4 dozen locks, complete, right and left, mineral knobs	11 00	do
3 dozen locks, brass, upright rim, knob, 3½ by 6 inches furniture, complete, reversed bevel	9 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 30	1857. June 30	J. Leslie, jr.—Continued ..	1 dozen locks, dead, iron..... 12 dozen locks, drawer, 2 by 2½ inches, brass..... 1 dozen locks, chest, 3 by 4 inches, brass..... 5 dozen locks, closet, 2½ by 4 inches, right and left, brass..... 2 dozen locks, book case, 2 by 3 inches, brass..... 1 dozen locks, pad, brass, 2½ to 3 inches..... 1 dozen locks, pad, iron, 2½ by 3 inches..... 3 dozen locks, chest, iron, 3 by 4 inches..... 2 dozen locks, drawer, iron, 2 by 2½ inches..... 2 ladles, pitch..... 5 mops, pitch..... 2 sets measures, copper, half gill to 1 gallon..... 3 measuring lines, 100 feet long..... 3 pincers, assorted..... 3 dozen pulleys, sash, brass face, 4 inches..... 5 dozen rings, brass flush, 1 to 2 inches..... 5 dozen iron drawer rollers, ½ inch..... 6 screw drivers, handled..... 5 screw clamps, wood..... 75 gross screws, brass, gimlet point, ¾ to 4 inches..... 80 gross screws, iron, from No. 3 to No. 24..... 1 square, brass..... 5 dozen sash springs, brass..... 6 shears, sheep..... 10,000 sprigs iron, assorted..... 200,000 iron tacks, cut, 18 oz. to 2 oz..... 8 tin paint buckets..... 90,000 copper tacks, cut, from ¼ to 1½-inch..... 3 dozen table fastenings, brass, 2½ by 2½..... 100 pounds wire, brass, from No. 0 to No. 30.....	\$4 00 per dozen. 3 00 do 4 00 do 4 25 do 2 50 do 12 00 do 2 00 do 2 00 do 2 50 do 65 each. 50 do 10 00 per set. 2 50 each. 25 do 1 00 per dozen. 1 50 do 25 do 38 each. 40 do 1 82 per gross. 60 do 1 25 each. 2 00 per dozen. 50 each. 20 per M. 6 do 38 each. 40 per M. 3 00 per dozen. 33 per pound.	Philadelphia.

July 30	June 30	W. D. Kennedy	
		90 pounds wire, copper	45 do
		200 pounds wire, iron	8 do
		6 water closet fixtures, stop cocks, china basin, complete	14 50 each.
		2 water closet fixtures, basins, china	3 00 do
		10,000 pounds pure dry white lead	7 $\frac{3}{4}$ per pound.
		1,000 pounds white lead in oil, in 25 and 50 pound kegs	8 $\frac{3}{8}$ do
		1,000 pounds black lead in oil, in 25 and 50 pound kegs	5 do
		2,000 pounds white zinc paint in oil	5 do
		400 pounds French zinc gloss	10 do
		4,000 pounds red lead, dry	7 $\frac{1}{2}$ do
		1,000 pounds litharge, dry	8 $\frac{1}{2}$ do
		10 pounds sugar of lead, dry	20 do
		5,000 pounds whiting	7 $\frac{5}{100}$ do
		500 pounds lamp black dry	5 do
		100 pounds French yellow ochre, dry	3 do
		25 pounds Turkey umber, dry	6 do
		20 pounds terra de sienna	12 do
		50 pounds chrome yellow, dry	16 do
		200 pounds chrome green, dry	3 do
		50 pounds verdigris, ground in oil	25 do
		500 pounds Venetian red, dry	2 $\frac{1}{2}$ do
		10 pounds Chinese vermilion, dry	1 00 do
		5 pounds Chinese blue, dry	75 do
		2 pounds Prussian blue, dry	75 do
		20 pounds ultramarine blue, dry	25 do
		5 pounds pumice stone	10 do
		25 pounds gum shellac	16 do
		5 pounds demar	32 do
		2,000 gallons linseed oil, raw	75 per gallon.
		300 gallons spirits of turpentine	50 do
		20 gallons spirits of wine, 95 per cent. proof	25 do
		10 gallons copal varnish	1 60 do
		5 gallons coach varnish	3 50 do
		20 gallons Japan varnish	1 00 do
		20 gallons harness varnish	1 00 do
		5 gallons white demar varnish	2 25 do
		40 gallons light varnish	30 do
		100 pounds brown manganese	2 per pound.
		100 pounds asphaltum	4 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 30	1857. June 30	W. D. Kennedy—Contin'd.	15 pounds ivory black 5 pounds flax whipping twine 150 pounds flax seine twine 500 pounds cotton twine, 5 and 6 thread 10 pounds cotton twine, 7 and 8 thread 550 lights, 7 by 9 inches, double thick crown glass 280 lights, 8 by 10 .....do..... 190 lights, 10 by 12 .....do..... 250 lights, 10 by 14 .....do..... 100 lights, 12 by 14 .....do..... 120 lights, 12 by 16 .....do..... 80 lights, 14 by 20 .....do..... 12 port glasses, 7½ inch diameter, 1¼ inch thick, polished.. 240 port glasses, 6 inches diameter, 1 inch thick, polished.. 12 port glasses, 5 inches diameter, 1 inch thick, polished.. 6 clear magazine lens, 12 inches diameter, 1¼ inch thick .. 12 straight deck lights, 10 by 3 inches 200 clamp brushes 300 hand scrubbing brushes 100 whitewash brushes..... 12 hand dusting brushes..... 24 painters' dusting brushes 6 varnish brushes 72 paint brushes, 000..... 60 .....do.....0000..... 60 .....do.....00000..... 60 .....do.....000000..... 20 sash tool brushes, assorted..... 10 pounds bristles..... 500 gallons winter-strained sperm oil	\$0 06 per pound. 40 do 35 do 18 do 23 do 3 per light. 5 do 10 do 10 do 10 do 10 do 25 do 1 50 each. 90 do 1 00 do 6 00 do 1 00 do 35 do 15 do 60 do 60 do 50 do 75 do 35 do 50 do 70 do 1 15 do 20 do 1 00 per pound. 1 70 per gallon.	Brooklyn.

10 gallons neatsfoot oil.....	1	25	do	
5 gallons sweet oil.....	1	50	do	
1,000 gallons fish oil.....	40		do	
400 pounds hard brown soap.....	8½		per pound.	
30 pounds castile soap.....	15		do	
3,000 pounds pure tallow.....	11½		do	
1 barrel soft soap.....	2	00	per barrel.	
7,000 pounds pure dry white lead.....	7½		per pound.	Philadelphia.
3,000 pounds white lead, in oil, in 25 and 50 pound kegs....	8½		do	
500 pounds black paint, in oil, in 25 and 50 pound kegs....	6		do	
800 pounds white zinc paint, in oil.....	8½		do	
800 pounds red lead, dry.....	8½		do	
500 pounds litharge, dry.....	7		do	
50 pounds sugar of lead, dry.....	15		do	
3,000 pounds whiting.....	1		do	
800 pounds lampblack.....	2		do	
1,000 pounds Spanish brown, in oil.....	2		do	
1,000 pounds French yellow ochre.....	1½		do	
20 pounds Turkey umber.....	6		do	
10 pounds terra de sienna, dry.....	12		do	
25 pounds crome yellow.....	10		do	
30 pounds crome green.....	16		do	
50 pounds Venitian red, dry.....	3½		do	
1 pound Chinese vermilion, dry.....	2	00	do	
20 pounds Prussian blue.....	25		do	
25 pounds pumice-stone, pulverized.....	6		do	
25 pounds gum-shellac.....	16		do	
100 gallons linseed oil, boiled.....	70		per gallon.	
600 gallons linseed oil, raw.....	80		do	
200 gallons spirits turpentine.....	50		do	
10 gallons spirits wine, 95 per cent. proof.....	60		do	
30 gallons copal varnish.....	1	60	do	
60 gallons bright varnish.....	30		do	
40 gallons Japan varnish.....	90		do	
50 pounds flax whipping twine.....	34		per pound.	
50 pounds flax seine twine.....	34		do	
100 pounds cotton twine, 5 and 6 thread.....	18½		do	
10 pounds cotton twine, 7 and 8-thread.....	24		do	
500 gallons winter-strained sperm oil.....	1	90	per gallon.	

[illegible]

Aug. 1	June 30	J. H. Sprague & C	Philadelphia
		60 lights, 6 by 8 inches, double thick crown glass,	5 per light.
		75 lights, 7 by 9...do.....do.....do.....	6 do
		80 lights, 8 by 10...do.....do.....do.....	5 do
		75 lights, 10 by 12...do.....do.....do.....	12 do
		70 lights, 10 by 14...do.....do.....do.....	15 do
		60 lights, 12 by 14...do.....do.....do.....	20 do
		50 lights, 12 by 16...do.....do.....do.....	23 do
		30 lights, 14 by 20...do.....do.....do.....	34 do
		10 clear magazine lens, 12 inches diameter, 1½ inch thick...	5 00 each.
		30 straight deck lights, 10 by 3½.....	1 00 do
		30 bolts, No. 1, flax canvas	13 55 per bolt.
		100 bolts, No. 2.....do.....	12 35 do
		55 bolts, No. 3.....do.....	11 55 do
		16 bolts, No. 4.....do.....	10 65 do
		16 bolts, No. 5.....do.....	9 80 do
		45 bolts, No. 6.....do.....	8 90 do
		30 bolts, No. 7.....do.....	8 00 do
		15 bolts, No. 8.....do.....	7 20 do
		1,000 yards flax coal bagging, 24 inches wide.	40 per yard.
		350 pounds flax sewing twine, 2 and 3 thread.....	40 per pound.
		100 bolts, No. 1, flax canvas	13 20 per bolt.
		150 bolts, No. 2.....do.....	12 10 do
		100 bolts, No. 3.....do.....	11 20 do
		10 bolts, No. 4.....do.....	10 45 do
		50 bolts, No. 5.....do.....	9 60 do
		50 bolts, No. 6.....do.....	8 70 do
		100 bolts, No. 7.....do.....	7 88 do
		50 bolts, No. 8.....do.....	7 05 do
		20 bolts light ravens duck.....	8 50 do
		1,000 yards 24-inch flax coal bagging.....	40 per yard.
		600 pounds flax sewing twine	35 per pound.
		50 bolts, No. 1, flax canvas	12 95 per bolt.
		100 bolts, No. 2.....do.....	11 80 do
		100 bolts, No. 3.....do.....	11 00 do
		10 bolts, No. 4.....do.....	10 20 do
		10 bolts, No. 5.....do.....	9 35 do
		10 bolts, No. 6.....do.....	8 50 do
		10 bolts, No. 7.....do.....	7 70 do
		10 bolts, No. 8.....do.....	6 90 do
Aug. 1	June 30	W. Brand & Co.....	Charlestown.
			Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 1	1857. June 30	Wm. Brand & Co.—Cont'd.	6 bolts heavy ravens duck..... 40 bolts light ravens duck..... 500 yards flax coal bagging, 24 inches wide..... 1,000 pounds flax sewing twine, 2 and 3 thread..... 10 bolts, No. 1, flax canvas..... 200 bolts, No. 2.....do..... 50 bolts, No. 3.....do..... 10 bolts, No. 4.....do..... 50 bolts, No. 5.....do..... 80 bolts, No. 6.....do..... 50 bolts, No. 7.....do..... 50 bolts, No. 8.....do..... 10 bolts heavy ravens duck..... 5 bolts Russia canvas..... 200 yards flax coal bagging..... 200 pounds flax sewing twine, 2 and 3 thread..... 100 bolts No. 1 flax canvas..... 400 bolts No. 2.....do..... 500 bolts No. 3.....do..... 225 bolts No. 4.....do..... 400 bolts No. 6.....do..... 250 bolts No. 7.....do..... 50 bolts No. 8.....do..... 40 bolts light ravens duck..... 2,500 yards flax coal bagging, 30 inches wide..... 750 pounds flax sewing twine, 2 and 3 thread..... 4,000 pounds pig lead..... 3,000 pounds drawn lead pipe, from $\frac{1}{4}$ to $2\frac{1}{2}$ inch diameter.. 360 pounds 18-pound sheet lead..... 1,000 pounds banca tin.....	\$10 50 per bolt. 9 00 do 40 per yard. 35 per pound. 13 35 per bolt. 12 10 do 11 25 do 10 50 do 9 55 do 8 70 do 7 90 do 7 00 do 10 50 do 9 00 do 40 per yard. 40 per pound. 13 55 per bolt. 12 35 do 11 50 do 10 65 do 8 88 do 8 00 do 7 20 do 9 00 do 40 per yard. 35 per pound. 7 do 8 do 8 do 30 do	Brooklyn. Philadelphia. Gosport. Brooklyn.
Aug. 1	June 30	Storer & Stephenson.....			

	Philadelphia.	Washington.	Gosport.
50 pounds braziers' solder.....	35 do		
9 boxes tin plate I X.....	12 00 per box.		
10 boxes..do....I C, 10 by 14.....	10 00 do		
6 boxes ..do....I C, 14 by 20.....	12 00 do		
10 boxes..do....L D X.....	15 00 do		
1 box....do....D X X.....	18 00 do		
17 pieces 18-inch red bunting.....	6 50 per piece.		
8 pieces 12-inch....do.....	4 50 do		
4 pieces 9-inch.....do.....	4 00 do		
2 pieces 4½-inch....do.....	2 50 do		
15 pieces 18-inch blue bunting.....	6 00 do		
4 pieces 12-inch....do.....	4 25 do		
3 pieces 9-inch....do.....	3 75 do		
2 pieces 4½-inch....do.....	2 50 do		
14 pieces 18-inch white bunting.....	6 00 do		
6 pieces 12-inch....do.....	4 25 do		
4 pieces 9-inch....do.....	4 00 do		
2 pieces 4½-inch....do.....	2 50 do		
4 pieces 18-inch green bunting.....	6 00 do		
3 pieces 18-inch yellow bunting.....	6 00 do		
130 yards white muslin, ¾ yard wide.....	10 per yard.		
25 yards broad cloth.....	2 50 do		
120 yards worsted binding.....	3 do		
50 yards hair-cloth, assorted width.....	1 50 do		
8 pounds linen thread, white.....	1 00 per pound.		
4 pounds....do.....assorted colors.....	1 00 do		
100 pounds white curled hair.....	50 do		
100,000 pounds pig lead, best Missouri.....	7½ do		
5,000 pounds slab zinc.....	6 do		
10,000 pounds banca tin.....	35 do		
200 pounds braziers' solder.....	30 do		
10 boxes bright tin plate, I X, R G.....	14 00 per box.		
2 tons lignumvitæ, from 3 to 5 inches.....	49 00 per ton.		
2,000 pounds pig lead.....	7½ per pound.		
3,000 pounds drawn lead pipe, ½ to 2½ inches diameter.....	8 do		
1,000 pounds pig zinc.....	8 do		
800 pounds sheet zinc.....	10 do		
3,000 pounds banca tin.....	34 do		
200 pounds braziers' solder.....	30 do		

Aug. 4	June 30	A. Hoitt.	10 cords oak wood.....	10 00	do	Kit'tery.
			6 cords pine wood.....	6 00	do	
			500 feet leading hose, in 25 feet lengths.....	75	per foot.	Philadelphia.
			72 feet suction hose, in 6 feet lengths.....	1 90	do	
Aug. 5	June 30	W. O. Lidgerwood	4,000 pounds wrought iron spikes, 4 to 6 inches long.....	4	per pound.	Brooklyn.
			10,000 pounds.....do.....6½ to 9.....do.....	4	do	
			1,200 pounds.....do.....nails, 6d. to 30d.....	5	do	
			100 pounds.....do.....boat nails, 4d. to 20d.....	6	do	
			300 pounds.....do.....sheathing nails, 2 to 3 inches.....	6	do	
			100 pounds.....do.....clout nails, ½ to 1¼ inch.....	4	do	
			3,000 pounds iron cut nails, 4d. to 40d.....	6	do	
			400 pounds iron finishing nails, 1 to 2 inches.....	6	do	
			600 pounds iron cut brad-head nails, 4d. to 10d.....	6	do	
			6 pounds gum arabic, refined.....	20	do	Brooklyn.
			72 books, blank, cap size, 1-quire, half bound, faint lined.....	10	each.	
			24 books.....do.....2.....do.....do.....	38	do	
			24 books.....do.....3.....do.....do.....	75	do	
			12 books, letter cap size .3-quire.....do.....do.....	75	do	
			120 books, memorandum, half bound, with loops, 1 quire, thick.....	12	do	
			72 books, memorandum, bound in leather, 1 quire thick.....	10	do	
			24 boxes, sand, hardwood.....	18	do	
			30 yards tracing cloth.....	30	per yard.	
			36 bottles carmine ink, half pint bottles.....	25	each.	
			6 erasers, with ivory handles.....	35	do	
			24 folders, paper, ivory.....	40	do	
			120 bottles black ink, half pint, Maynard & Noyes.....	12	do	
			72 bottles.....do.....pint.....do.....	16	do	
			72 papers ink powders, best quality.....	3	do	
			36 inkstands.....	25	each.	
			12 India ink saucers.....	3	do	
			8 pieces India ink.....	20	do	
			36 penknives, 4 blades, Congress.....	90	do	
			3 desk knives, ivory handles.....	50	do	
			24 pounce and boxes, ivory.....	30	do	
			2 gross pens, steel, assorted.....	20	per gross.	
			24 gross pens, steel, "Gillot's" eagle, 12 in box, with holders.....	12½	per box.	
			24 dozen pen-holders, to suit pens.....	10	per dozen.	
			8 dozen pencils, drawing, best black, equal to Faber's.....	50	do	
Aug. 5	June 30	N. Lane & Co.				

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 5	1857. June 30	N. Lane & Co—Continued.	12 dozen pencils, lead, Faber's 80 dozen pencils, slate, best white Rutland..... 12 dozen pencils, camel's hair 8 reams paper, log 20 reams paper, regulation cap, faint lined..... 40 reams paper, cap, faint lined, ruled..... 20 reams paper, letter.....do.....do..... 8 reams paper, envelope 2 reams blotting paper..... 1 ream paper, cartridge..... 100 sheets drawing paper, double elephant..... 48 sheets tracing paper, double elephant..... 48 pens, drawing 48 pens, drawing 2 portfolios..... 4,000 quills, No. 80..... 12 rulers, parallel, ebony, 24 inch 12 rulers, round, ebony 12 rulers, flat..... 12 rulers, rolling, 20 inches..... 15 pounds rubber, prepared, in ounce pieces 36 slates, double, log, hardwood frames 36 slates, single, log, hardwood frames..... 6 slates, porcelain, 8 by 10 inches..... 24 seals, wafer, ivory 15 dozen sand, black, $\frac{1}{4}$ pint papers..... 30 scales, Gunter's 360 pieces red tape. 120 pieces taste, silk..... 15 pounds wafers, American..... 15 pounds wax, sealing.....	\$1 00 per dozen. 10 do 10 do 6 00 per ream. 3 00 do 2 75 do 2 50 do 2 50 do 2 00 do 3 00 do 30 per sheet. 30 do 3 each. 2 do 50 do 6 00 per thou'd. 50 each. 50 do 30 do 20 do 75 per pound. 90 each. 25 do 1 00 do 25 do 10 per dozen. 50 each. 1 $\frac{1}{2}$ do 15 do 35 per pound. 50 do	Brooklyn.

Aug. 6	June 30	J. S. Harvey & Son			Kittery.
		2 pounds gum arabic		1 12 $\frac{1}{2}$	do
		3 books, blank, cap size, 1 quire, $\frac{1}{2}$ bound, faint lined		50	each.
		3 books, blank, cap size, 2 quires, $\frac{1}{2}$ bound.....do.....		75	do
		3 books, blank, cap size, 3 quires, $\frac{1}{2}$ bound.....do.....		80	do
		3 books, letter, cap size, 3 quires, $\frac{1}{2}$ bound.....do.....		80	do
		2 books, memorandum, cap size, 1 quire, $\frac{1}{2}$ bound, faint lined, with loops.....		50	do
		2 books, memorandum, 1 quire, bound in leather, faint lined.		60	do
		2 boxes sand, hardwood		25	do
		12 yards cloth, tracing.....		50	per yard.
		2 bottles carmine.....		30	each.
		2 erasers with ivory handles.....		15	do
		2 folders, paper, ivory		25	do
		3 bottles ink, black, $\frac{1}{2}$ pint		15	do
		1 bottle ink, red, $\frac{1}{2}$ pint.....		40	do
		1 paper ink powder, best quality.....		10	per paper.
		2 inkstands.....		1 00	each.
		2 penknives, 4 blades, Congress.....		1 25	do
		1 pounce and box, ivory.....		25	do
		1 gross pens, steel, assorted		1 00	per gross.
		1 gross pens, steel, Gillott's eagle, 12 in box, with holders.		2 50	do
		1 dozen pen holders to suit pens		1 25	per dozen.
		1 dozen pencils, best black, drawing, equal to Faber's...		50	do
		1 dozen pencils, slate, best white Rutland.....		10	do
		1 dozen pencils, camel's hair.....		25	do
		1 ream paper, log		6 50	per ream.
		1 ream paper, regulation cap, faint lined.....		5 00	do
		1 ream paper, cap.....do.....		4 50	do
		1 ream paper, letter.....do.....		3 00	do
		1 ream paper, blotting.....		4 50	do
		1 ream paper, cartridge.....		6 50	do
		6 sheets paper, drawing, antiquarian.....		1 00	per sheet.
		6 sheets paper, double elephant.....		31	do
		6 sheets paper, elephant		25	do
		6 sheets paper, tracing, double elephant.....		40	do
		4 pens, drawing.....		1 25	each.
		1 M quills, No. 80.....		22	per thou'd.
		1 ruler, parallel, ebony, 24 inch.....		1 75	each.
		1 ruler, round		40	do

Date	Particulars	Debit	Credit	Balance
Aug. 8	W. Smith			
Aug. 9	A. D. Gerrish			
	20 boxes steel pens, Gillot's eagle, 12 in box, with holder..	25		25
	6 dozen drawing pencils, best black lead, equal to Faber's	35		60
	10 dozen slate pencils, best white Rutland.....	10		70
	2 reams log paper.....	4 50		114 50
	20 reams regulation cap paper, faint lined.....	4 50		119 00
	10 reams cap paper, faint lined, ruled.....	4 00		123 00
	20 reams letter paper...do.....do.....	4 00		127 00
	2 reams note paper. ....do.....do.....	2 50		130 00
	3 reams envelope paper.....	2 50		132 50
	2 reams blotting paper.....	1 50		134 00
	5 sheets antiquarian drawing paper.....	75		134 75
	5 sheets double elephant drawing paper.....	35		135 10
	5 sheets elephant.....do.....	12		135 22
	5 sheets double elephant tracing paper.....	75		135 97
	24 drawing pens.....	75		136 72
	1,000 quills, No. 80.....	5 00		141 72
	12 round rulers.....	35		142 07
	6 flat rulers	12		142 19
	2 pounds prepared India rubber, in ounce pieces.....	1 00		143 19
	12 double log slates, hard wood frames.....	1 00		144 19
	12 single log slates.....do.....do.....	50		144 69
	2 porcelain slates, 8 by 10.....	1 50		146 19
	50 pounds black sand.....	5		151 19
	120 pieces red tape.....	3		154 19
	60 pieces silk tape.....	20		174 19
	100 cords oak wood	5 00		179 19
	20 cords pine wood.....	5 00		184 19
	75 cords hickory wood.....	6 95		191 14
	4 adzes, carpenters', handled	2 50		193 64
	1 adze, hollow.....do.....	2 50		196 14
	2 adzes, cooper's.....do.....	1 50		197 64
	6 axes, broad.....do.....	2 75		200 39
	1 axe, cooper's.....do.....	2 75		203 14
	2 axes, wood.....do.....	1 25		204 39
	12 augers, ship, patent, estimated at 96 eighths.....	10		214 39
	4 dozen awls, brad, handled.....	62		276 39
	4 dozen awls, wire.....do.....	62		338 39
	1 dozen awls, shoemaker's, handled.....	62		400 39
	1 anvil, estimated at 140 pounds.....	11		411 39

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 9	1857. June 30	A. D. Gerrish—Continued..	10 pounds burrs, copper, assorted..... 1 brace and bitts, wood, complete, 48 bitts..... 1 brace and bitts, iron..... do..... 20 bitts..... 1 bevil steel tongue..... 3 dozen buttons, plate brass..... 3..... do..... plain brass, 1½ by 2 inches..... 4 dozen bolts, flush, brass, 6 by 1½ inches..... 1..... do..... do..... 4 by 1 inch..... 1..... do..... do..... 2½ by ¾ inch..... 1 borer, bung..... 1 borer, tap..... 10 pounds brass, sheet, assorted..... 1 brand, ship's name..... ½ dozen compasses, carpenter's..... 4..... do..... armorer's..... 1½ dozen chisels, firmer, assorted..... 1..... do..... socket, assorted, handled..... 2 sets castors, fixed wheel, brass, 1½ inch..... 2..... do..... socket, brass, 1½ inch..... 1 calliper, mast..... 1 calliper, smith's..... 1 crow, cooper's..... 20 candlesticks, fitted with tin lamps..... 1 set dies, letters and figures, ¾ inch..... 1 diamond, glazier's..... 1 drill, stock press..... 12 drills, assorted..... 1 divider, brass..... 6 dozen escutcheons, plate, brass, assorted..... 6..... do..... thread..... do..... 1 pound escutcheon pins.....	\$0 75 per pound. 5 50 per set. 4 00 do 42 each. 63 per dozen. 25 do 5 25 do 4 25 do 2 00 do 2 62 each. 37 do 34 per pound. 2 00 each. 1 25 per dozen. 8 00 do 3 50 do 4 50 do 1 25 per set. 1 75 do 1 75 each. 75 do 75 do 25 do 7 50 per set. 4 00 each. 9 00 do 16½ do 25 do 25 per dozen. 6 do 63 per pound.	Kittery.

1 dozen files, whip saw, 6 to 8 inches.....	2 50	per dozen.
1.....do.....hand saw, 5 to 6..do.....	1 75	do
1.....do.....cross cut, 6 to 10..do.....	2 50	do
1.....do.....rat tail, 5 to 10..do.....	2 00	do
1.....do.....flat bastard, 8 to 14..do.....	4 50	do
1.....do.....flat fine, 8 to 12..do.....	4 50	do
1.....do.....four sided, 8 to 14..do.....	2 50	do
1.....do.....half round, 8 to 14..do.....	4 50	do
1.....do.....round bastard, assorted, 8 to 14 inches.....	4 00	do
1.....do.....three sided, assorted.....	3 00	do
1 forge, portable, complete, smith's.....	28 00	each.
1 dozen guages, carpenter's	2 00	per dozen.
2 dozen gimlets, nail, assorted.....	33	do
1 dozen gimlets, spike	1 00	do
1 dozen gouges, firmer, handled.....	2 50	do
1 dozen gouges, socket...do.....	3 50	do
10 hammers, claw, handled.....	50	each.
2.....do.....rivetting..do.....	62½	do
2.....do.....tinner's...do.....	1 25	do
2.....do.....hand.....	1 25	do
1.....do.....wrench.....	1 50	do
2 dozen hooks and eyes, brass, for furniture.....	62½	per dozen.
12 pair hinges, brass butt, shifting pins, 4½ by 2½ inches..	1 75	per pair.
15.....do.....do.....do.....4½ by 4½..do.....	1 50	do
8.....do.....do.....do.....4 by 4...do.....	1 17	do
8.....do.....do.....do.....4 by 2...do.....	1 17	do
8.....do.....do.....do.....3½ by 3½..do.....	1 00	do
8.....do.....do.....do.....3½ by 1½..do.....	92	do
8.....do.....do.....do.....3 by 1½..do.....	92	do
8.....do.....do.....do.....2½ by 1½..do.....	75	do
8.....do.....do.....do.....2 by 1...do.....	25	do
12.....do.....iron butt.....4½ by 4½..do.....	20	do
16.....do.....secretary and fastenings, complete, brass, 5 by 5 inches	75	do
6 pair hinges, table, brass, 2 by 4½ inches.....	75	do
24.....do.....iron butt, 2½ by 1½ inches to 4 by 3 inches..	12	do
6 dozen hooks, cabin door, brass, 3 to 6 inches.....	3 25	per dozen.
12.....do.....coat and hat, brass	2 00	do
12.....do.....pantry, brass, 1 to 2½ inches.....	60	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug.	1857. June 30	A. D. Gerrish—Continued...	4 hatchets, with handles, assorted..... 36 hasps, joint, chest and staples, brass..... 2 knives, drawing, 12 to 16 inches..... 1 knife, drawing, cooper's..... 1 knife, rounding..... 1 knife, hollow..... 1 knife, pallet, 8 to 12 inches..... 1 knife, putty, 3 to 4 inches..... 1 dozen knives, shoemakers'..... 4 dozen knobs, mahogany, $\frac{1}{2}$ to 2 inches..... 4 dozen knobs, black walnut, $\frac{1}{2}$ to 2 inches..... 2 kettles, glue, copper, 1 to 3 quarts..... 6 kettles, pitch, from 16 to 20 inches diameter at top..... 5 kettles, iron, tea..... 9 kettles, copper, tea..... 2 kettles, fish..... 2 dozen keys, extra, iron and brass, assorted..... 1 dozen brass mortise locks, $3\frac{1}{4}$ by 5 inches, $\frac{3}{8}$ inch thick, brass keys, white porcelain knobs, furniture plated, complete, right and left..... 1 dozen locks, drawer, 2 by $2\frac{3}{4}$ inches, brass..... $\frac{1}{2}$ dozen locks, chest, 3 by 4.....do..... 1 dozen locks, closet, $2\frac{1}{2}$ by 4.....do.....right and left. 1 dozen locks, closet, $1\frac{3}{4}$ by 3.....do.....do..... 1 dozen locks, bookcase, 2 by 3.....do..... $\frac{1}{2}$ dozen locks, desk, $3\frac{1}{2}$ inches, brass..... 2 dozen locks, pad, $2\frac{1}{2}$ to 3 inches, brass..... 2 dozen locks, iron, dead, $3\frac{1}{2}$ by 5 inches..... 2 dozen locks, iron, drawer, dead, 2 by $2\frac{3}{4}$ inches.....	\$0 75 each. 1 00 do 1 50 each. 1 00 do 1 50 do 1 50 do 75 do 25 do 1 00 per dozen. 10 do 12 do 2 50 each. 2 50 do 1 25 do 5 50 do 2 50 do 50 per dozen. 25 00 per dozen. 3 50 do 10 00 do 5 25 do 5 25 do 4 00 do 4 30 do 7 50 do 3 50 do 2 50 do	Kittery.

2 dozen locks, iron, closet, dead, 2½ by 4 inches, right and left.....	2 50	do
2 dozen locks, iron, pad, dead, 2½ to 3 inches.....	2 00	do
1 lathe, turning, and tools complete, for wood and iron.....	60 00	
1 set measures, copper, ½ gill to 1 gallon.....	7 50	per set.
2 planes, grooving, width of iron from ¼ to 1 inch.....	1 00	each.
2 planes, smoothing, width of iron, from 1¼ to 2 inches.....	1 00	do
2 planes, rabbet, width of iron, from 1 to 2 inches.....	1 00	do
1 plane, long-jointer, width of iron, 2½ inches.....	1 50	do
1 plane, jointer, short, width of iron, 2½ inches.....	1 50	do
1 plane, jointer, long, cooper's.....	5 75	do
1 plane, jointer, short, cooper's.....	1 75	do
1 plane, block.....	75	do
2 planes, jack, width of iron, 1¼ to 2 inches.....	75	do
2 planes, beading, width of iron, ¼ to ¾ inch.....	62½	do
2 planes, moulding, width of iron, ¼ to ¾ inch.....	50	do
1 plane, plough, with 8 bits.....	3 50	do
1 plane, match, to suit ¾ and ⅝ boards.....	2 25	do
6 pincers, assorted.....	50	do
2 plyers, assorted.....	50	do
7 pans, frying.....	62½	do
14 pans, stew.....	1 10	do
7 pans, bake.....	50	do
2 pots, iron.....	2 0	do
1 set shovel, poker, and tongs.....	1 00	per set.
12 pulleys, sash, brass face, 4 inches.....	25	each.
2 pounds rings, curtain, brass, assorted.....	1 50	per pound.
2 rules, 2 feet, double and single-jointed.....	33	each.
1 rod, gauging.....	1 25	do
2 rasps, wood, assorted.....	25	do
10 pounds rivets, cooper's.....	14	per pound.
10 pounds rivets, boat, copper, assorted.....	42	do
1 saw, hand, 2 feet 2 inches.....	1 25	each.
1 saw, whip, with tiller and box, fitted.....	5 00	do
2 saws, cross-cut, 4 to 6 feet long.....	2 50	do
1 saw, wood.....	1 00	do
1 saw, sash, 10 to 20 inches.....	1 00	do
2 saws, hack, with frame.....	2 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. Aug. 9	1857. June 30	A. D. Gerrish—Continued..	1 saw, pannel, 14 to 20 inches..... 2 saws, compass, 10 to 15 inches..... 2 saws, keyhole and pad, 6 to 12 inches..... 1 saw, tenon, 16 inches..... 1 saw, dovetail, 10 inches..... 2 saw sets..... 2 screw drivers, handled..... 1 steelyard, to weigh 250 pounds..... 4 screws, clamp, wood..... 1 screw, bench..... 1 screw, jack, 2½ to 3 feet, equal to Ballard's..... 75 gross screws, brass, gimlet points, No. 4 to 24..... 100 gross screws, iron, gimlet points, No. 3 to 24..... 1 shave, spoke..... 1 shave, can..... 1 shave, bucket..... 1 shave, in..... 1 square, trying, steel blades, 6 inches..... 1 square, iron, two-foot..... 1 square, brass..... 24 shovels, coal, steel..... 2 spades, steel..... 72 scrapers, ship, handled, steel blades..... 24 sash springs..... 1 shears, bench, tinner's..... 1 shears, hand..... 2 shears, sheet..... 1 stake, iron..... 1 stake, edging, tinner's.....	\$ 25 each. 50 do 17 do 1 50 do 1 00 do 75 do 50 do 1 00 do 60 do 60 do 16 00 do 1 70 per gross. 70 do 33 each. 33 do 33 do 33 do 50 do 75 do 1 00 do 1 25 do 1 00 do 33½ do 4 do 5 00 do 1 25 do 50 do 1 50 do 4 00 do	Kittery.

Aug. 9	June 30	Wm. Lang	1 stake, planishing.....	4 00	do	
			1 screw plate and taps, large size.....	16 00	per set.	
			1 screw plate and taps, small size.....	6 00	do	
			6 thousand tacks, iron, gimp.....	12	per M.	
			10 thousand tacks, iron, cut.....	9	do	
			50 pounds tacks, iron, cut.....	45	per pound.	
			24 table hasps, brass, 3 by 3 inches.....	29	each.	
			20 pounds wire, brass, assorted.....	35	per pound.	
			10 pounds wire, copper, assorted.....	45	do	
			20 pounds wire, iron, assorted.....	14	do	
			2 waffle irons.....	75	each.	
			4 water closets fixtures, stop-cocks, china basins, complete.....	28 00	do	
			2 water closet basins.....	3 50	do	
			1 set weights, iron, 1 to 4 pounds.....	1 00	per set.	
			1 set weights, iron, 7 to 28 pounds.....	3 50	do	
			1 wrench, pall.....	2 50	each.	
			1 wrench, screw.....	1 50	do	
			1 wrench stock.....	1 00	each.	
			45 lights, 8 by 10 inches, double thick brown glass.....	10	per light.	
			86 port glasses, 6 inches diameter, 1½ inch thick, polished.....	1 35	each.	
			12 clear magazine lens, 12 inches diameter, 1½ inch thick.....	8 00	do	
			6 clear.....do..... 10.....do.....	6 00	do	
			2,000 pounds sheet zinc.....	8	per pound.	Kittery.
			1 box tin plate, 10 by 14.....	12 00	per box.	
			2 boxes x tin plate, 14 by 20.....	12 00	do	
			2 boxes xx.....do.....	15 00	do	
			1 box l. d. x do.....	20 00	do	
			30 pounds composition cocks, from ½ to 1½ inch.....	1 00	per pound.	Gosport.
			30 pounds.....do..... 14 to 2½ inch.....	75	do	
			48 tierces Albany moulding sand.....	3 40	per tierce.	Washington.
			50 cart loads.....do..... for small castings.....	1 48	per load.	
			100 cart loads.....do..... for large castings.....	62	do	
			12 cart loads bottom sand.....	45	do	
			500 pounds hay for foundry use.....	2	per pound.	
			1,000 pounds straw.....do.....	1½	do	
			400 cubic feet white pine logs.....	25	per cubic ft.	Gosport.
			150,000 ft. b. m. white pine boards, No. 1, ½ to 1-in., inclusive.....	32 50	per M feet	
			40,000 ft. b. m. white pine boards, No. 2, ½ to 1-in., inclusive.....	30 50	do	
			25,000 ft. b. m. white pine boards, No. 3, ½ to 1-in., inclusive.....	19 00	do	
Aug. 17	June 30	J. A. Green				
Aug. 27	June 30	T. Mosher				
July 31	June 39	Bigler & Wilt				

Aug. 4	5	June 30	N. W. Coffin	500 cubic feet do..... butts in the round..... 10,000 feet b. m. clear tough white oak boat boards, $\frac{3}{4}$ to 1 $\frac{1}{2}$ inch thick	40 do 50 00 per M feet. 35 00 do 35 00 do 35 00 do 40 00 do	Charlestown.
				300 cubic feet round ash logs, 14 feet long, 14 inches in diameter at top end	25 per cubic ft. 150 00 per M feet.	
				1,000 feet b. m. St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick	63 00 do	
				15,000 feet b. m. black walnut, $\frac{1}{2}$ to 3 inches thick	40 00 do	
				3,000 feet b. m. cherry, $\frac{1}{2}$ to 3 inches thick	55 00 do	
				1,000 feet b. m. maple, 1 to 2 $\frac{1}{2}$ inches thick	4 00 each.	
				20 black spruce spars, 40 to 50 feet long	10 00 do	
				10 pieces black spruce spars, 51 to 65 feet long	90 do	
				150 black spruce shores, 30 to 40 feet long, 9 to 10 inches at butt	25 do	
				200 pieces black spruce poles, 2 $\frac{1}{2}$ to 4 inches diameter, 20 feet long	6 $\frac{1}{2}$ per foot.	Washington. Gosport.
Aug. 5	5	June 30	J. Wendell	2,331 feet white ash oar rafters, from 10 to 18 feet long	40 00 per M feet.	
Aug. 5	5	June 30	Peters & Reid	10,000 feet b. m. clear white ash boards, 1 inch and under	38 00 do	
				20,000 feet b. m. do..... plank, 1 $\frac{1}{2}$ to 2 inches	38 00 do	
				20,000 feet b. m. do..... do... 2 $\frac{1}{2}$ to 4 inches	38 00 do	
				70,000 feet b. m. clear cypress boards, $\frac{1}{2}$ to 1 $\frac{1}{2}$ inch	50 00 do	
				25,000 feet b. m. elm plank, 2 $\frac{1}{2}$ to 4 inches	50 00 do	
				2,000 feet b. m. elm boards, $\frac{3}{4}$ to 1 $\frac{1}{2}$ inch	200 00 do	
				2,500 feet b. m. St. Domingo mahogany, 1 to 5 inches thick	175 00 do	
				4,000 feet b. m. bay wood, 1 to 4 inches thick	70 00 do	
				5,000 feet b. m. black walnut, $\frac{1}{2}$ to 4 inches thick	70 00 do	
				4,000 feet b. m. cherry, $\frac{1}{2}$ to 3 inches	38 00 do	
				50,000 ft. b m white pine boards, No. 1, $\frac{3}{4}$ to 1 inch, inclusive	40 00 do	Philadelphia.
				30,000 ft. b m. white pine plank, No. 1, 1 $\frac{1}{2}$ to 2..... do.....	40 00 do	
				15,000 ft. b. m. do..... No. 1, 2 $\frac{1}{2}$ to 4..... do.....	22 00 do	
				20,000 ft. b. m. white pine stage plank, 3 inches thick, from 12 to 15 inches wide	20 per cubic ft.	
				500 cubic feet white pine logs	50 00 per M feet.	
				8,000 feet b. m. clear tough white oak boat boards, 1 to 1 $\frac{1}{2}$ inch thick		
Aug. 6	6	June 30	Doughton & Wilson			

Aug. 8	June 30	S. Patterson.....	5,000 feet white ash oar rafters, 12 to 18 feet long.....	8 per foot.	Philadelphia.
			50 pieces white heart hickory bars, 12 to 14 feet long.....	1 50 each.	
Aug. 8	June	P. F. Schliecker	300 feet, board measure St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick.....	1 60 per M feet.	Kittery.
			1,000 feet, board measure, black walnut, $\frac{1}{2}$ to 3 inches thick.	75 00 do	
			500 feet, board measure, cherry.....do.....	60 00 do	
			100 pieces white oak staves, in length 62 inches.....	65 00 per M.	
			400.....do.....do.....56.....do.....	55 00 do	
			1,000.....do.....do.....44.....do.....	50 00 do	
			1,000.....do.....do.....32.....do.....	50 00 do	
			100 pieces white oak heading, in length 34 inches.....	65 00 do	
			150.....do.....do.....32.....do.....	60 00 do	
			352 cubic feet white pine mast timber, different dimensions	65 per foot.	Brooklyn.
			252 inches white pine spar timber.....do.....	1 10 per inch.	
			500 feet, board measure, St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick.....	180 00 per M feet.	
			1,500 feet, board measure, black walnut, $\frac{1}{2}$ to 3 inches thick.	48 00 do	
			500 feet, board measure, black walnut, branch veneers.....	48 00 do	
			1,000 feet, board measure, cherry, $\frac{1}{4}$ to 3 inches thick.....	73 00 do	
			500 feet, board measure, beech plank, 1 $\frac{1}{4}$ inch, 12 inches wide.....	60 00 do	
			40 maple joists, 4 inches square, 12 feet long.....	1 50 each.	
			1,000 pieces white oak staves, in length 62 inches.....	87 00 per M.	
			6,000.....do.....do.....56.....do.....	75 00 do	
			4,000.....do.....do.....44.....do.....	68 00 do	
			3,000.....do.....do.....32.....do.....	56 00 do	
			1,000 pieces white oak heading, in length 34 inches.....	60 00 do	
			2,000.....do.....do.....32.....do.....	60 00 do	
			3,000 pieces prime white ash barrel staves.....	30 00 do	
			1,000 cubic feet white oak curve timber.....	37 per foot.	Philadelphia.
			1,000 cubic feet white oak straight timber.....	35 do	
			500 cubic feet white oak butts, in the round.....	50 do	
			300 cubic feet yellow locust.....	1 10 do	
Aug. 8	June 30	G. F. Wallace.....	22,500 white ash oar rafters, 13 to 18 feet long.....	8 $\frac{3}{4}$ do	Gosport.
			200 pieces white heart hickory bars, 12 to 16 feet long.....	2 00 each.	
			20 pieces hickory butts, 14 feet long, 10 to 12 inches diameter at top end.....	2 00 do	
Aug. 9	June 30	S. P. Brown.....	1,000 inches black spruce spars, 5 to 10 inches diameter ..	15 per inch.	Kittery.
			20 pieces black spruce spars, 40 to 50 feet long.....	5 00 each.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. Aug. 9	1857. June 30	S. P. Brown—Continued....	25 pieces black spruce spars, 51 to 65 feet long..... 100 pieces black spruce shores, 30 to 50 feet long, 9 to 12 inches at butt..... 50 pieces black spruce poles 2½ to 4 inches diameter, 20 feet long 1,500 inches black spruce spars, 5 to 10 inches diameter .. 50 pieces black spruce spars, 40 to 50 feet long..... 20.....do.....do.....51 to 65.....do..... 10.....do.....do.....66 to 70.....do..... 300 pieces black spruce shores, 30 to 40 feet long, 9 to 10 inches at butt..... 400 pieces black spruce poles, 2½ to 4 inches diameter, 20 feet long 400 inches black spruce spars, 5 to 10 inches diameter..... 22 pieces black spruce spars, 40 to 50 feet long..... 32.....do.....do.....51 to 70.....do..... 100 pieces black spruce poles, 2½ to 4 inches diameter, 20 feet long 6,000 feet white pine logs 45,000 feet, board measure, white pine boards No. 1, ½ to 1 inch, inclusive..... 30,000 feet, board measure, white pine boards No. 2, ¾ to 1 inch, inclusive..... 5,000 feet, board measure, white pine box boards 15,000 feet, board measure, white pine plank No. 1, ½ to 2 inches, inclusive..... 10,000 feet, board measure, white pine plank No. 1, 2½ to 3 inches, inclusive..... 5,000 feet, board measure, white pine plank No. 1, 3½ to 4 inches, inclusive	\$13 00 each. 2 75 do 30 do 18 per inch. 8 00 each. 12 00 do 20 00 do 2 50 do 30 do 20 per inch. 6 00 do 18 00 do 30 do 25 per cub. ft. 40 00 per M feet. 30 00 do 15 00 do 40 00 do 40 00 do 40 00 do	Kittery. Brooklyn. Gosport. Brooklyn.
Aug 9	June 30	S. G. Bogert			

Aug. 9	June 30	William Lang	Kittery.	Charlestown.
		35,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive	30 00	do
		20,000 feet, board measure, white pine plank No. 2, 2½ to 3½ inches, inclusive	30 00	do
		60,000 feet, board measure, white pine stage plank, 3 inches.	25 00	do
		500 pieces No. 1 Albany plank	25	per piece.
		500 pieces No. 2	20	do
		500 pieces No. 1 Albany boards	17	do
		500 pieces No. 2	15	do
		2,000 feet white ash oar rafters, 10 to 18 feet long	7½	per foot.
		72 white heart hickory bars, 12 to 14 feet long	3 00	each.
		1,000 cubic feet white pine logs	25	per cubic ft.
		75,000 feet, board measure, white pine boards No. 2, ½ to 1 inch, inclusive	36 00	per M feet.
		50,000 feet, board measure, white pine boards No. 3, ½ to 1 inch, inclusive	28 00	do
		75,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive	36 00	do
		10,000 feet, board measure, white pine plank No. 2, 2½ to 3½ inches, inclusive	33 00	do
		10,000 feet, board measure, white pine plank No. 2, 4 to 5 inches, inclusive	30 00	do
		40,000 feet, board measure, white pine stage plank, 3 inches.	20 00	do
		1,000 lineal feet white ash oar rafters, 10 to 18 feet long	7½	per foot.
		100 white heart hickory bars, 12 to 14 feet long	3 00	each.
		300 cubic feet white pine logs	30	per cubic ft.
		6,000 feet, board measure, white pine boards No. 1, ½ to 1 inch inclusive	40 00	per M feet.
		12,000 feet, board measure, white pine boards No. 2, ½ to 1 inch, inclusive	45 00	do
		15,000 feet, board measure, white pine plank No. 1, 1½ to 2 inches, inclusive	50 00	do
		6,000 feet, board measure, white pine plank No. 1, 2½ to 3 inches, inclusive	45 00	do
		12,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive	39 00	do
		6,000 feet, board measure, white pine plank No. 3, 2½ to 3½ inches, inclusive	38 00	do
		15,000 feet, board measure, white pine stage plank, 3 inches.	32 00	do
Aug. 11	June 30	W. Smith	Kittery.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. Aug. 11	1857. May 15	J. L. Foxwell & Co.....	3,000 cubic feet white oak curve timber	\$0 40 per cubic ft.	Gosport.
			1,000 cubic feet white oak straight timber	30 do	
			1,000 cubic feet white oak butts in the round	36 do	
Aug. 21	Dec. 1	H. B. Williams	40,000 cubic feet yellow pine plank, stock logs.....	22½ do	Charlestown.
Aug. 21	June 30	James Bigler	10,000 feet, board measure, white pine plank, 1½ to 2 inches thick	50 00 per M feet.	
			1,000 feet, board measure, cypress board plank, 3½ to 1½ inch	100 00 do	
Aug. 27	June 30	Theodore Mosher	700 feet, board measure, St. Domingo mahogany ½ to 4 inches thick	174 00 do	Washington.
			2,000 feet, board measure, black walnut, ½ to 4 inches thick	60 00 do	
			19,000 feet, board measure, white ash plank, 1½ to 2 inches.	31 00 do	
			13,000 feet, board measure, white ash plank, 2½ to 4 inches.	30 50 do	
Sept. 4	Dec. 1	S. G. Bogert.....	45,000 cubic feet white oak plank, stock logs	46½ per cubic ft.	Brooklyn.
Sept. 12	Dec. 1	S. P. Brown.....	45,000 cubic feet white oak plank, stock logs	54½ do	Kittery.
Sept. 23	Dec. 1	W. J. Morris	20,000 cubic feet white oak plank, stock logs	44 do	Philadelphia.
1855. Sept. 15	1856. Oct. 1	Hicks Worden.....	Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 23 per cubic ft.	Gosport.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet.....	1 23 do	
			Live oak promiscuous timber, estimated at 6,000 cubic feet	1 23 do	
Sept. 19	Oct. 1	W. C. N. Swift	Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 55 do	Warrington.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 55 do	

Sept. 25	Oct.	1	H. R. Blanchard.....	Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 30	do	Brooklyn.
				Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 75	do	
				Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 30	do	
				Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 00	do	
Sept. 14	Oct.	1	James Bigler.....	Live oak stems, apron, stemson, deadwood, stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet.....	1 69	per cubic ft.	Kittery.
				Live oak frame timber of other kinds, estimated at 20,400 cubic feet.....	1 69	do	
				Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 69	do	
				Live oak stems, apron, stemson, deadwood stern post, stern post knees, keelsons, deadwood knees, riders and hooks estimated at 3,600 cubic feet.....	1 68	do	Charlestown.
				Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 68	do	
				Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 68	do	
				Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet.....	1 58	do	Philadelphia.
				Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 58	do	
				Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 58	do	
1856.	1857.			Boilers, &c, for steamer Mississippi	10,500	00	Brooklyn.
Feb. 28			Pease & Murphy.....	Boilers, &c., for steamer Despatch	6,198	00	
Sept. 19			do.....	2,700 cubic feet white oak keel pieces, different sizes	1 19	per cubic ft.	Kittery.
Sept. 23	Dec.	1	John West.....	450 cubic feet white oak rudder stocks, different sizes	1 19	do	
				2,000 cubic feet white oak curved timber	79	do	Charlestown.
Sept. 23	Dec.	1	Geo. T. Wallace	3,856 cubic feet white oak keel pieces, different sizes	98½	do	Brooklyn.
				1,421 cubic feet white oak rudder stocks, different sizes ..	98½	do	
				60,000 cubic feet yellow pine plank, stock logs	28½	do	
Oct. 2	Dec.	1	H. Buck	10,636 cubic feet yellow pine beams, different dimensions.	45	do	
				9,400 cubic feet yellow pine beams, different dimensions ..	40	do	Philadelphia.

No. 5.

*Abstract of annual report from the Bureau of Provisions and Clothing,
dated November 1, 1856.*

Transmits estimates, with abstracts and statements.

Reports quality of provisions, clothing, and small stores.

Renews recommendations for creating grade of assistant pursers,
and for change in navy ration.

Calls attention to the inadequacy of the pay of pursers' clerks at
navy yards.

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BUREAU OF PROVISIONS AND CLOTHING,
November 1, 1856.

SIR: I have the honor to submit the enclosed estimates, marked A, B, and C, showing the wants of this bureau for the fiscal year ending June 30, 1858, with abstracts and statements, marked E to O, inclusive.

The quality of provisions, clothing, and small stores received under contract during the last year has been excellent; and the contractors, generally, have fulfilled their engagements in a prompt and satisfactory manner.

It is the policy of the bureau to invite proposals for supplies from manufacturers and regular dealers in the articles required, and to endeavor to convince them that contracts will be awarded and enforced fairly and without favoritism. The result has been that the number of bidders has largely increased, and the list of contractors is now nearly or quite free from mere speculators, while it contains many manufacturers and dealers of the highest standing.

The inspectors in charge of provisions and clothing have zealously and ably seconded the efforts of the bureau to procure stores of the best quality, and to be always prepared to supply the requirements of the service so far as their own department is concerned.

The system of requiring these officers to act as storekeepers, as well as inspectors for this bureau, has fulfilled the expectations under which the change was made; and while the loss by condemnation of stores is materially diminished, it is now conceded on all hands that there is much more promptitude in supplying ships in the pursers' department than has ever before been attained.

I beg leave to renew the recommendation made in my last annual report for the creation of a grade of assistant pursers.

I would also ask your attention to the subject of introducing preserved meats and vegetables into the navy ration, the reasons for which are set forth in my report of last year.

The inadequacy of the pay of clerks to pursers stationed at navy yards bears heavily upon a deserving class of officers, whose duties are arduous and responsible, yet whose compensation is less than that

of other clerks at the same yards, as well as of many of the master mechanics.

The purser's assistant at the Washington yard has, during the past year, prepared the accounts of 1,200 to 1,500 workmen, semi-monthly, besides making out the monthly accounts of nearly 200 officers, and assisting the purser in making his quarterly returns and accounts, involving an annual sum of near \$800,000, all of which was expended in small sums. That assistant receives but \$750 per annum, while the pay of the clerk of the yard, and the 1st clerks to the commandant and storekeeper is \$1,200 each; that of most of the master mechanics is \$3 50 per day, or at the rate of \$1,095 50 per annum; and that of the 2d clerks to the commandant and storekeeper is \$960 and \$900, respectively. The most inexperienced clerk in any of the departments receives a salary of \$1,200, and a messenger is paid \$90 more than any purser's clerk at the Washington yard or elsewhere.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

Schedule of the papers which accompany the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 1, 1856.

- A.—Estimate of the expense of the bureau for the fiscal year.
- B.—Estimate for provisions for the navy for the fiscal year.
- C.—Estimate for contingent for the navy for the fiscal year.
- D.—Statement showing the value of provisions, clothing, and small stores on hand.
- E.—Statement showing the value of shipments made by the bureau to foreign stations.
- F.—Statement showing the cost of provisions, clothing, and small stores condemned.
- G.—Abstract of proposals received for navy supplies.
- H.—Abstract of proposals received for clothing and clothing materials.
- I.—Abstract of proposals received for small stores.
- K.—Abstract of proposals received for salt-water soap, candles, &c.
- L.—Abstract of proposals received for beef and pork.
- M.—Abstract of proposals received for fresh beef and vegetables.
- N.—Abstract of proposals received for transportation of stores.
- O.—Statement of contracts made by the bureau during the year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing, for the fiscal year ending June 30, 1858.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853	- - - -	\$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, and April 22, 1854	- - - -	5,600 00
For salary of one messenger, per joint resolution of Congress of August 18, 1856	- - - -	840 00
For salary of one laborer, per joint resolution of Congress of August 18, 1856	- - - -	600 00
		<u>8,840 00</u>

Contingent.

For blank books, stationery, and miscellaneous items	-	<u>700 00</u>
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Appropriated for the year ending June 30, 1857—

For salaries of clerks, messenger, and laborer	-	8,840 00
For contingent	- - - -	700 00
		<u>9,540 00</u>

Asked to be appropriated for the year ending June 30, 1858—

For salaries of clerks, messenger, and laborer	-	8,840 00
For contingent	- - - -	700 00
		<u>9,540 00</u>

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,

Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1858.

ESTIMATE FOR PROVISIONS FOR 7,500 MEN.

One ration per day, for 7,500 men, would be for the year, 2,737,500 rations, at 25 cents each	-	-	\$684,375 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea service," for the year would be 273,750 rations, at 25 cents each	-	-	68,437 50
One ration per day for 750 officers and marines, "attached to vessels for sea service," would be 273,750 rations, at 25 cents each	-	-	68,437 50
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, and August 3, 1848	-	-	29,200 00
Aggregate amount required	-	-	<u>850,450 00</u>

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1858.

CONTINGENT.

To meet the demands upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels	-	<u>\$68,000 00</u>
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H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.

Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy yards, and at naval depots on foreign stations, July 1, 1856.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
Portsmouth, N. H.	July 1, 1856				\$44 18
Boston, Mass.	do	\$74,192 53	\$67,892 49	\$13,186 11	5,840 60
New York	do	107,105 70	111,802 47	12,910 60	4,782 98
Philadelphia, Pa.	do	4,585 62	13,365 97	1,977 66	164 04
Washington, D.C.	do	1,904 03	171 14	82 27	154 40
Norfolk, Va.	do	87,171 64	52,795 45	18,859 49	1,540 36
Warrington, Fla.	do	6,521 55	16,141 93	4,814 38	1,265 27
Mare Island, Cal.	do	237 92	19,775 44	3,739 72	45 84
Valparaiso, Chile.	do	28,287 67	18,093 59	3,354 99	1,562 18
Rio de Janeiro, Brazil.	do	12,715 26	13,222 26	2,952 32	2,055 82
Spezzia, Sardinia	do	28,924 23	25,424 07	5,153 71	2,611 85
Porto Praya, Cape de Verdes.	do	13,299 95	10,606 62	2,316 00	2,784 53
°Hong Kong, China ..	April 1, 1856	4,822 20	34,052 44	3,556 54	-----
Total		369,768 31	383,343 87	72,903 79	22,852 05

° Latest returns received at the Bureau from Hong Kong, China.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

E.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations, during the fiscal year ending June 30, 1856.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
China squadron.	Jan. 6, '56	\$23,688 28	\$12,769 84	\$2,064 64	-----
China squadron.	June 9, '56	8,190 77	-----	-----	-----
Mediterranean squad'n	Dec. '55	40,573 61	10,896 54	2,605 74	\$2,322 90
African squadron.	Nov. 26, '55	8,234 01	2,064 99	1,482 58	435 00
African squadron.	Feb. 19, '56	16,198 22	-----	447 03	696 00
African squadron.	May 10, '56	7,981 09	1,495 01	728 96	-----
Brazil squadron.	Feb. 26, '56	18,409 84	2,556 68	2,597 03	1,517 03
Pacific squadron.	July '55	-----	1,533 00	-----	-----
Pacific squadron.	Dec. 22, '55	28,823 56	11,821 94	3,022 04	-----
Pacific squadron.	Feb. 6, '56	27,317 97	12,662 49	2,677 29	-----
Pacific squadron.	June 19, '56	1,909 91	-----	-----	-----
Total		181,327 26	55,800 49	15,625 31	4,970 93

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

F.

Statement showing the cost of provisions, clothing, and small stores condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of the net proceeds of such sales, from July 1, 1855, to June 30, 1856, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, N. H.	\$400 81	\$1,064 41				†\$33 67
Boston, Mass.	1,343 90	559 94	\$4,266 16	\$1,153 03	\$155 52	60 36
New York.	2,560 71	1,004 19	20,792 89	4,812 99	178 18	98 32
Philadelphia, Pa.	1,183 28	272 41	3,423 32	790 09		
†Washington, D. C.						
Norfolk, Va.	7,781 86	1,273 11	14,679 73	3,547 37	1,840 09	258 74
Warrington, Fla.	1,653 72	382 26	8,144 25	25 02	216 96	43 65
Mare Island, Cal.	474 79	48 03	1,535 65	397 22	527 14	40 84
Rio de Janeiro, Brazil.	479 04	32 18	62			
Hong Kong, China.	14,095 87	6,454 14	1,649 87		761 66	
Porto Praya, Cape de Verde Islands.	2,739 45	804 65			161 58	8 35
Spezzia, Sardinia.	283 88					
Valparaiso, Chile.	108 51	12 14	40 29	6 07	1,046 96	459 80
The several national vessels.	5,066 39	148 88	21 55		151 68	
Total.	38,172 21	12,056 34	54,554 33	10,731 79	5,039 77	1,003 73

° A portion of the cost embraced in the schedule for last year.

† Cost embraced in schedule for last year.

‡ No condemnations at this station.

[illegible]

Informal.

[illegible]

THE UNIVERSITY OF CHICAGO

ABSTRACT—Continued.

Names.	Residence.	Whiskey.			Sugar.			Tea.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Bradford & Macomber.	Boston, Mass.	Gallon. \$0 41½	Gallon. \$0 41½	Gallon. \$0 41½	Pound. \$0 09½	Pound. \$0 09½	Pound. \$0 09½	Pound. \$0 43	Pound. \$0 44	Pound. \$0 46
Levi Bartlett & Co.	do.									
Andrew H. Ward, jr.	do.									
A. M. Coffin.	New York.									
E. Treadwell & Sons.	do.									
William K. Lewis & Bros.	Boston, Mass.									
Thomas J. Dunbar & Co.	do.	40	40	40	11	11	\$0 11			
Peters & Reed.	Portsmouth, Va.	44	38	38	8.47	8.40	8.75			
Mullett & Bradbury.	Boston, Mass.	44.98			8.48			39.74	43	44
William Lang.	do.	38			12½	12½		74	70	
David Cooper.	Philadelphia, Penn.									
Charles T. Goodwin.	New York.									
Ricketts & Watson.	Philadelphia, Penn.									
Joseph McKee.	New York.								39.4	
William Mathews.	do.					8½				
John A. Higgins.	Norfolk, Va.	46	42	40	9	9	9	58	57	57
Jos. J. O'Donohue.	New York.									
Nathaniel S. Bailey.	do.		42			9			52	
Mrs. John Doughty.	Philadelphia, Penn.									
M. Bartlett.	Boston, Mass.									
James Weld & Co.	do.									
St. John O'Dois.	Philadelphia, Penn.									
Ingham Coryell.	Lambertville, N. J.	37	35	37						
Samuel Barstow.	New York.								43½	
Stephen Bartlett.	Boston, Mass.				8½					

Henry B. Williams	do	39	38	40	10	41 1/2	45
Silkman, Sheffield & Co.	New York						
Dayton, Sprague & Co.	do						
Thomas Brown	Georgetown, D. C.						
G. K. Tyler	Baltimore, Md.						
Frank Zantinger	Norfolk, Va.						
J. Thomas Davis	Georgetown, D. C.						
P. H. Whitehurst.	Norfolk, Va.						

o Informal.									
Henry B. Williams	New York	18 0							37
Silkman, Sheffield & Co.	New York	18 0							37
Dayton, Sprague & Co.	New York	18 0							37
Thomas Brown	New York	18 0							37
G. K. Tyler	New York	18 0							37
Frank Zantinger	New York	18 0							37
J. Thomas Davis	New York	18 0							37
P. H. Whitehurst.	New York	18 0							37

RECEIVED - J. D. M. P. S. A.

[illegible]

УВАЖАЮЩЕЕ ПОСЛАНИЕ

H.

abstract of proposals for "clothing and clothing materials," received under the advertisement of the Bureau of Provisio
and Clothing, dated April 2, 1856.

Names.	Residence.	Pea jackets.		Round jackets.		Flannel jumpers.		Blue cloth trousers.		Satinet trousers.		Canvas duck trousers.		Barnsley sheeting frocks.		Flannel overshirts.		Flannel undershirts.		Flannel drawers.		Satinet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Each.	Each.	Each.	Each.	Each.	Each.	Each.	Each.	Each.	Each.

ABSTRACT—Continued.

Names.	Residence.	Blue flannel		Barnsley sheeting.		Canvas duck.		Nankin.		Calfskin shoes.		Kipskin shoes.		Woolen socks.		Mattresses.		Blankets.		Caps.		Handkerchiefs.	
		Yard.	\$	Yard.	\$	Yard.	\$	Yard.	\$	Pair.	\$	Pair.	\$	Pair.	\$	Each.	\$	Each.	\$	Each.	\$	Each.	\$
Farrar & Cutler	Dexter, Maine	38	00															50	22				
Henry Newton	North Weymouth, Mass.									66	11	64											
Wm. B. Lovejoy	Boston, Mass.																						
G. V. Fox, agent	Lawrence, Mass.	44																					
Wm. F. Kustis	Boston, Mass.	42																					
Robert Swaffield	New York																						
William Mathews	New York	39		60	40	31	10	10	10					34				79	1	65		85	10
Gardner, Brewer & Co.	Boston, Mass.																	00	2				
Peter Clogher, agent	Utica, New York	40																					
Whiting, Kahoe & Galloupe	Boston, Mass.	39																25	2	63			
Stein Brothers	Baltimore, Maryland																						
Charles Backster, jr.	New York																						
Wm. Brand & Co.	New York	61	34	32																69			
Wall & Stephens	Washington, D. C.																						
Sumner Flagg	Boston, Mass.																						

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

I.

Abstract of proposals received for "small stores," under the advertisement of the Bureau of Provisions and Clothing, dated April 12, 1856.

Articles.	Howard & Bro., New York.	John S. Levy, Portsmouth, Virginia.	Robert Taylor, New York.	Nathaniel S. Bailey, New York.	Wm. Mathews, New York.	John A. Higgins, Norfolk, Virginia.	Merritt & Noe, New York.
Boxes, shaving-----each-----	\$0 25	\$0 30	\$0 30	\$0 32	\$0 27	\$0 20	\$0 26
Brushes, shaving-----do-----	2	3	5	10	5	4	8
Brushes, scrub-----do-----	22	28	21	30	20	19	18
Brushes, shoe-----do-----	17	16	25	28	20	15	15
Brushes, clothes-----do-----	5	10	12	12	10	7	10
Buttons, navy, vest-----gross-----	3 00	2 40	3 00	2 00	2 00	2 75	2 12
Buttons, navy, medium-----do-----	3 50	2 76	3 75	3 00	3 00	3 15	4 50
Buttons, navy, coat-----do-----	4 00	2 40	6 00	4 00	4 00	4 50	4 75
Buttons, dead-eye-----do-----	12	12	13	10	15	12	12½
Beeswax-----pound-----	35	24	40	30	30	23	30
Combs, coarse-----dozen-----	2 20	3 00	3 00	2 75	2 50	2 50	2 50
Combs, fine-----do-----	3 10	2 00	2 40	2 00	1 90	1 80	1 80
Grass-----100 hands-----	2 00	3 00	3 75	2 00	2 25	2 25	2 24
Jackknives-----each-----	27½	23	32	35	30	25	31
Razors-----do-----	25	22	37	35	25	20	31
Razor straps-----do-----	18	20	38	35	20	20	24
Scissors-----do-----	20	15	33	20	16	13	13
Spoons-----do-----	12	12½	10	12	10	9	9
Blacking-----dozen-----	40	36	40	40	50	36	50
Cotton, spools-----do-----	50	50	50	40	45	45	45
Handkerchiefs, cotton-----each-----	20	18	16	20	12	14	12½
Needles-----1,000-----	75	80	1 12	40	70	50	70
Ribbon, hat-----piece-----	80	80	80	80	65	75	70
Soap, shaving-----dozen-----	12	36	25	10	12	12	12½
Silk, sewing-----pound-----	4 50	3 50	7 50	3 00	4 25	5 50	5 50
Thread, black and white-----do-----	98	90	1 12	85	90	85	95
Tape, white-----dozen-----	20	36	30	20	30	25	30
Tape, black-----do-----	30	24	25	30	20	20	18
Thimbles-----each-----	1	1	2	8	1	1	2

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

K.

Abstract of proposals received for "salt-water soap," "candles," "mustard seed," "black pepper," "bottles," and "corks," under the advertisement of the Bureau of Provisions and Clothing, dated April 12, 1856.

Names.	Residence.	Soap, pound.	Candles, pound.	Mustard, pound.	Pepper, pound.	Bottles, gross.	Corks, gross.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Nathaniel S. Bailey	New York			17	16	2.05	40
Merritt & Noe	New York			12½	15½	2.30	50
George T. Baker & Son.	New Bedford, Mass.		30				
John A. Higgins	Norfolk, Virginia		35				
John A. Higgins	Norfolk, Virginia			16	15	1.73	28
John A. Higgins	Norfolk, Virginia	6.86					
Speare, Burke & Co.	Boston, Massachusetts	5.7.16					
George G. Glazier	New York	6.45					
E. A. & W. Winchester	Boston, Massachusetts	5.87					
William Mathews	New York			9½	11	2.10	40

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of "navy beef" and "navy pork," for the year 1857, under the advertisement of the Bureau of Provisions and Clothing, dated June 2, 1856.

Names.	Residence.	Beef, per barrel, at—			Pork, per barrel, at—		
		Boston	N. Y.	Norf'k	Boston	N. Y.	Norf'k
D. Pulsifer & Co	Boston				\$17 73	\$18 33	\$19 37
H. Jacobs & Son	Boston	\$18 15	\$18 15		19 35	19 35	
Jacob Alburger & Co	Philadelphia	18 47		\$18 50	20 97		21 06
E. A. & W. Winchester	Boston	18 95			19 47		
Jno. J. Douglas and others*	Erie, Penn.	16 85	16 49	16 99	18 80	18 49	18 99
W. & R. Rice & Co	Boston				18 95		
James C. Adams†	Baltimore	17 96	17 96	17 96	19 96	19 96	19 96
Lorenzo Cadwell	New York	15 73	15 33	15 93	17 73	17 33	17 93
Charles H. Wheeler	Milwaukie	15 89	14 89	15 89	19 87	18 87	19 87
Hiram Slocum	Troy, New York	16 85	16 85	16 85	19 25	18 45	19 25
Cragin & Co	New York	15 90	14 90	16 38	18 38	17 90	18 90

* Does not offer for the quantity advertised for at Boston and New York.

† Not signed.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy-yards, during the fiscal year ending June 30, 1857, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
		<i>Cents.</i>	<i>Cents.</i>
Joseph B. Currier.....	Portsmouth, N. H.....	11	1½
Chapin & Sawyer.....	Charlestown, Mass.....	11. 72	2. 95
Isaac H. Parker.....	do.....	12½	4
George Haws.....	Brooklyn, N. Y.....	6. 98	1. 24
Henry A. Weeks.....	do.....	7. 47	1. 60
William Kuler.....	do.....	8	2½
William Jenkins.....	do.....	5½	1
John Gibbons.....	do.....	6½	1
George Goodheart.....	do.....	7	1
James Irving.....	do.....	8	1
John J. Smith.....	Philadelphia, Penn.....	8½	3
William Shriver.....	do.....	10	5½
Edward Wartman.....	do.....	10¾	4¾
George W. Pappler.....	Baltimore, Md.....	12	3½
Philip Otterback.....	Washington, D. C.....	14	7
William Ward.....	Gosport, Va.....	12½	3½
Henry A. Nunes.....	Warrington, Fla.....	8 a 15	3
William T. Bell.....	do.....	6½ a 11½	4½
William McVoy.....	do.....	7 a 15	3½
Joseph Serra.....	do.....	6¾ a 11½	3¾
Celestine Serra.....	do.....	6½ a 11½	3¾
G. W. Sutliff.....	San Francisco, Cal.....	13	3¾
Samuel B. Sherwood.....	do.....	13	3. 62½

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

N.

Abstract of proposals received for the transportation of stores, from the navy yard at Charlestown, Massachusetts, to Port Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated October 23, 1855.

Names.	Name of vessel.	Price per barrel.
William H. Parks.....	-----	\$1 50
Daniel Draper & Son.....	-----	2 74
John C. Berry.....	Brig Trenton.....	2 00
Henry Lincoln.....	Bark Ida.....	3 75
J. Kelly.....	-----	3 00

N—Continued.

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to Spezzia, Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated November 19, 1855.

Names.	Name of vessel.	Price per barrel.
Wheelwright & Cobb.....	Bark Scotland.....	\$1 99
Baker & Morrill.....	Barks Starlight and Cecilia.....	1 34
William H. Clay.....	Mary and Martha.....	1 24

Abstract of proposals for the transportation of stores from the navy yard, Brooklyn, New York, to San Francisco, California, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated November 27, 1855.

Names.	Name of vessel.	To San Francisco.	To Valparaiso.
		Price per bbl.	Price per bbl.
Sutton & Co.....	Aurora.....	\$2 44	.....
Grinnell, Minturn & Co.....	Adelaide.....	5 00	.....
Wm. A. Meade & Co.....	.....	3 25	.....
James Smith & Son.....	Defiance.....	2 43	.....
M. M. Freeman & Co.....	Rebecca.....	.....	\$2 44
Young, Wallace & Co.....	Chanticleer.....	.....	2 95
Annan, Talmadge & Co.....	Star of Hope.....	2 37½	.....
Chambers & Heiser.....	Golden City.....	4 00	4 00
Alfred Ladd.....	Louisa.....	.....	3 00
John Ogden.....	Ino.....	3 50	3 50
William T. Coleman.....	Sea Nymph.....	3 00	.....
S. C. Shepherd.....	.....	.....	2 37½

N—Continued.

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to Port Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated January 24, 1856.

Names.	Name of vessel.	Price per barrel.
Henry O. S. Skinner.....	Brig Renown.....	\$3 00
M. Bartlett.....	Brig Waterwitch.....	1 95
Daniel Draper & Son.....		1 94
Baker & Morrill.....	Bark Mary F. Slade.....	1 69
J. C. Tyler.....		2 00
Henry Lincoln.....		2 45
John Dole.....	Brig Rainbow.....	1 62½

Abstract of proposals received for the transportation of stores from the navy-yard, Charlestown, Massachusetts, to Mare island, California, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated October 6, 1856.

Names.	Name of vessel.	Price per barrel.
Glidden & Williams.....		\$2 74
N. W. Coffin.....		3 50
N. A. Bridge.....		2 75

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

O.—Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for supplies for the navy, to be delivered during the fiscal year ending June 30, 1857; prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Thomas Brown	April 24, 1856	Flour	\$6 87 per barrel..	Charlestown, Mass.
Do.....	do.....	Biscuit, (in flour barrels).....	6 75 do.....	Brooklyn, N. Y., and Gosport, Va.
William Mathews	do.....	Biscuit, (in tight barrels).....	4 59 per 100 pounds.	Charlestown, Mass.
Andrew H. Ward, jr.	do.....	Biscuit, (in flour barrels).....	5 10 do.....	Gosport, Va.
		Sugar	4 57 do.....	Do.
		Vinegar	8 ³ / ₄ per pound..	Brooklyn, N. Y.
			13 per gallon..	Charlestown, Mass.
			14 do.....	Brooklyn, N. Y.
			15 do.....	Gosport, Va.
Charles T. Goodwin.....	April 25, 1856	Biscuit, (in tight barrels).....	5 10 per 100 pounds.	Brooklyn, N. Y.
Peters & Reed.....	April 28, 1856	Biscuit, (in flour barrels).....	4 30 do.....	Do.
John A. Higgins.....	do.....	Beans	2 42 per bushel..	Brooklyn, N. Y., and Gosport, Va.
P. H. Whitehurst	do.....	Molasses	43 per gallon..	Do.
		Dried apples.....	6 ¹ / ₂ per pound..	Brooklyn, N. Y.
			5 ¹ / ₂ do.....	Gosport, Va.
Joseph McKee	do.....	Tea.....	39. 4 do.....	Brooklyn, N. Y.
Ingham Coryell	do.....	Whiskey	35 per gallon..	Do.
Mullett & Bradbury.....	do.....	Molasses	37 do.....	Charlestown, Mass., and Gosport, Va.
Do.....	do.....	Sugar	39. 98 per gallon..	Charlestown, Mass.
Do.....	do.....	Dried apples.....	8. 47 per pound..	Do.
Do.....	do.....	Tea.....	6. 74 do.....	Do.
Do.....	do.....	Beans.....	39. 74 do.....	Do.
Bradford & Macomber	April 30, 1856	Pickles.....	2 43 per bushel..	Do.
			5 per pound..	Charlestown, Mass., Brooklyn, N. Y., and Gosport, Va.
Mathew Bartlett.....	May 6, 1856	Biscuit, (in tight barrels).....	5 29 ¹ / ₂ per 100 pounds.	Charlestown, Mass.
William Lang.....	April 30, 1856	Coffee.....	12 per pound..	Brooklyn, N. Y.
Do.....	do.....	Tea.....	44 do.....	Gosport, Va.
Do.....	do.....	Sugar	8 ¹ / ₄ do.....	Do.
Do.....	do.....	Rice	5 ¹ / ₄ do.....	Charlestown, Mass.

STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
William Lang-----	April 30, 1856	Rice-----	\$0 05. 18 per pound--	Brooklyn, N. Y.
William Mathews-----	May 5, 1856	Barnsley sheeting-----	5. 48 do-----	Gosport, Va.
		Canvas duck-----	6. 4 per yard--	Charlestown, Mass., Brooklyn, N. Y.,
		Nankin-----	31. 9 do.	and Gosport, Va.
		Black silk handkerchiefs-----	10. 7 do.	
		Blue flannel jumpers-----	85. 9 each.	
Whiting, Kehoe & Galloupe----	May 6, 1856	Blue cloth trousers-----	1 36 do-----	Do.
		Satinet trousers-----	3 60 per pair.	
		Canvas duck trousers-----	2 18 do.	
		Blue cloth caps-----	1 18 do.	
		Matresses and covers-----	63 each.	
Sumner Flagg-----	do-----	Calfskin shoes-----	5 50 do-----	Do.
Henry Newton-----	do-----	Kipskin shoes-----	1 66 per pair--	Do.
		Woolen socks-----	1 64 do.	
Gardner, Brewer & Co.-----	May 7, 1856	Blankets-----	34 do.	Do.
		Blue cloth round jackets-----	2 00 each.	
Robert Swaffield-----	May 8, 1856	Barnsly sheeting, frock-----	6 35 do-----	Do.
		Blue pilot cloth pea jackets-----	1 23, 3 do.	
Stein Brothers-----	do-----	Blue flannel overshirts-----	9 40 do-----	Do.
		Blue flannel undershirts-----	1 45 do.	
		Blue flannel drawers-----	97 do.	
Farrar & Cutler-----	May 9, 1856	Blue flannel-----	95 per pair.	
Peter Clogher, agent-----	May 7, 1856	Blue satinet-----	38 per yard--	Do.
William Mathews-----	May 20, 1856	Mustard seed-----	62½ do-----	Do.
		Black pepper-----	9½ per pound--	Brooklyn, N. Y.
		Bottles-----	11 do.	
		Corks-----	2 10 per gross.	
		Small stores, viz:	40 do.	
Do-----	do-----	Boxes, shaving-----	27 each-----	Charlestown, Mass., Brooklyn, N. Y.,
		Brushes, shaving-----	5 do.	and Gosport, Va.
		Brushes, scrub-----	20 do.	

Brushes, shoe.	20	do.				
Brushes, clothes.	10	do.				
Buttons, navy, vest.	2 00	per gross.				
Buttons, navy, medium.	3 00	do.				
Buttons, navy, coat.	4 00	per gross.				
Buttons, deadeye.	15 00	do.				
Blacking, boxes of.	50 00	per dozen.				
Beeswax.	30	per pound.				
Combs, coarse.	2 50	per dozen.				
Combs, fine.	1 90	do.				
Cotton, spools of.	45	do.				
Grass, for hats.	2 25	per 100 hands.				
Handkerchiefs, cotton.	12	each.				
Jackknives.	30	do.				
Needles.	70	per 1,000.				
Razors.	25	each.				
Razor strops.	20	do.				
Ribbon, hat.	55	per piece.				
Soap, shaving.	12	per dozen.				
Silk, sewing.	4 25	per pound.				
Scissors.	16	each.				
Spoons.	10	do.				
Thread, black and white.	90	per pound.				
Tape, linen.	30	per dozen.				
Tape, cotton.	20	do.				
Thimbles.	1	each.				
Candles.	30	per pound. --			Do.	do.
Saltwater soap.	5 ⁷ / ₁₆	do.			Do.	do.
Biscuit.	4 ⁷ / ₈	do.			Warrington, Fla.	
Fresh beef.	11	do.			Portsmouth, N. H.	
Vegetables.	1 ¹ / ₂	do.			Charlestown, Mass.	
Fresh beef.	11.72	do.				
Vegetables.	2.95	do.			Brooklyn, N. Y.	
Fresh beef.	6 ¹ / ₂	do.				
Vegetables.	1	do.			Philadelphia, Pa.	
Fresh beef.	8 ¹ / ₂	do.				
Vegetables.	3	do.			Baltimore, Md.	
Fresh beef.	12	do.				
Vegetables.	3 ¹ / ₂	do.				
George T. Baker & Son.	May	21, 1856				
Speare, Burke & Co.	May	23, 1856				
Nathan F. Rice.	May	24, 1856				
Joseph B. Currier.	June	11, 1856				
Chapin & Sawyer.	do.					
John Gibbons.	June	21, 1856				
John J. Smith.	June	4, 1856				
George W. Pappler.	June	17, 1856				

STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Philip Otterback	June 4, 1856	Fresh beef.....	\$0 14 per pound..	Washington, D. C.
William Ward	May 27, 1856	Vegetables	7 do.	Norfolk, Va.
		Fresh beef.....	12½ do.	
		Vegetables	3½ do.	
Celestine Serra.....	June 23, 1856	Fresh beef.....	11½ & 6½ cts. do.	Warrington, Fla.
		Vegetables	3¾ do.	
Samuel B. Sherwood.....	June 19, 1856	Fresh beef.....	13 do.	San Francisco, Cal.
		Vegetables	3. 62½ do.	
Lorenzo Cadwell.....	July 24, 1856	1,400 barrels navy beef	15 73 per barrel..	Charlestown, Mass.
Charles H. Wheeler.....	July 21, 1856	2,400 do. do.	14 89 do.	Brooklyn, N. Y.
Do.....	do.....	1,600 do. do.	15 89 do.	Gosport, Va.
David Pulsifer & Co.....	do.....	1,200 barrels navy pork.....	17 73 do.	Charlestown, Mass.
Lorenzo Cadwell.....	July 24, 1856	1,800 do. do.	17 33 do.	Brooklyn, N. Y.
Do.....	do.....	1,200 do. do.	17 93 do.	Gosport, Va.

CHARTER PARTIES.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Schooner Clara.....	Nov. 17, 1855	Freight of stores	\$2 74 per barrel..	To Porto Praya, Cape de Verde.
Barque Quickstep.....	Dec. 8, 1855	do.	2 95 do.	To Hong Kong, China.
Barque Rebecca	Dec. 14, 1855	do.	2 44 do.	To Valparaiso, Chile.
Ship Mary and Martha	Dec. 13, 1855	do.	1 24 do.	To Spezzia, Sardinia.
Ship Star of Hope.....	Dec. 29, 1855	do.	2 37½ do.	To San Francisco, California.
Brig Rainbow.....	Feb. 2, 1856	do.	1 62½ do.	To Porto Praya, Cape de Verde.
Schooner William H. Atwood ..	April 25, 1856	do.	2 65 do.	Do.
Ship Morning Light.....	Oct. 20, 1856	do.	2 74 do.	To Mare Island, California.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

No. 6.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, November 14, 1856.

SIR: I have the honor to submit the following synopsis of the annual report of the Bureau of Medicine and Surgery:

1. Fiscal condition of the medical department of the navy.
2. Notes of mortality on board vessels of war upon different stations, and statistical tables, collated from reports of sick from naval stations within the United States, for the year ending September 30, 1856, and from vessels in commission on home and foreign service for the year ending December 31, 1855.
3. Recommending that the hospital fund be relieved of sundry allowances to the beneficiaries in the naval asylum in the shape of pocket money, pay, tobacco, and perhaps clothing, and suggesting that they be made from some other source, in consequence of the progressive diminution of the hospital fund.
4. Exhibit of receipts and disbursements from the hospital fund for the year ending June 30, 1856.
5. Notice of the origin and statutory history of the hospital fund—recommending that the fund should be reimbursed in the value of ten acres of land belonging to the naval hospital establishment at Chelsea, Massachusetts, set apart by act of Congress, March 3, 1855, for the purpose of a hospital for sick seamen of the merchant service in the district of Boston and Charlestown, Massachusetts.
6. Notice of naval laboratory, its receipts and issues for the year ending June 30, 1856.
7. Insane of the navy—number of patients in the government asylum for the insane near this city.
8. Estimates in detail for the Bureau of Medicine and Surgery for the year ending June 30, 1858. (Schedule A.)
9. Estimates in detail for the support of the medical department of the navy (hospitals excepted) for the year ending June 30, 1858. (Schedule B.) The balance of “surgeons’ necessities and appliances” remaining in the treasury renders any appropriation unnecessary for the coming fiscal year.

W. WHELAN.

BUREAU OF MEDICINE AND SURGERY,
October 27, 1856.

SIR: In compliance with your instructions of September 5, I have the honor to present, herewith, estimates of the amounts required for the support of this bureau, and of the medical service of the navy (with the exception of hospitals) for the year ending June 30, 1858.

The fiscal condition of the medical department is stated as follows:

Balance of appropriation for “surgeons’ necessities and appliances” in treasury October 1, 1856..... \$54,820 36

Amount of hospital fund in treasury October 1, 1856...	\$71,827 07
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1858, (estimate A).....	9,990 00
Amount estimated for the support of the medical department of the navy (hospitals excluded) for the fiscal year ending June 30, 1858, (estimate B).....	28,175 00

The estimates for the medical service (schedule B) are smaller than those of the current year. The balance of appropriations for "surgeons' necessities and appliances" remaining in the treasury will be ample to meet our expenditures, and no appropriation of money will be necessary for the year ending June 30, 1858.

Subjoined are tabular statements deduced from "reports of sick" from naval stations within the United States, for the year ending September 30, 1856, and from the different squadrons in commission on home or foreign service, for the year ending December 31, 1855; the latter are, in some cases, incomplete, owing to the irregularity with which reports are received from vessels on the more remote stations, but, so far as they go, they serve to illustrate, with some approach to accuracy, the ratio of sick to the number of men, and the percentage of deaths among the sick. The returns of two sloops-of-war are necessary to complete the statistics of the Pacific squadron.

The proportion of deaths in hospitals is comparatively large, for obvious reasons; invalids from foreign stations, cases of severe accidents occurring at navy yards, and on board vessels in harbor, are generally sent to hospital for treatment.

These tables present a very satisfactory state of health on board our vessels in active service, scattered as they are through every portion of the world; and when it is considered to what exposure and sources of disease the crews of our public vessels are liable, it redounds as much to the credit of the medical officers as to the discipline and attention to general hygienic considerations that the ratio of mortality is so small. It is estimated that about six per cent. of a ship's company are on the daily sick list, though this percentage varies somewhat with the stations. It is remarkable, however, that the mortality in the African squadron should be so small, especially as the opportunities of sending invalids to the United States are not so frequent as on some other stations. This exemption is mainly due to the excellent sanitary regulations which are enforced in that squadron.

The Constitution frigate, with a complement of about 475 officers and men, during a cruise of two years and five months on that station, terminating in June, 1855, lost but one man by disease; thirty-six were sent home as invalids. The same immunity from death was shared, in a large degree, by the other vessels composing the squadron, viz: the sloops Dale and Marion, and the brigs Perry and Bainbridge.

The Cumberland, a frigate of the same complement, lost by death in thirty months, that is, from January, 1853, to July, 1855, eighteen of her crew while stationed in the Mediterranean; during the same period the St. Lawrence, a frigate of the same class, cruising in the

Pacific, lost but seven of her crew by death. The Powhatan, a steam-frigate, with a complement of 320, cruising in the East Indies during the years 1853, 1854, and 1855, lost but fourteen men by disease and accident. The Savannah, a frigate with a complement of about 450, employed on the coast of Brazil, reports but five deaths during thirty months between July, 1853, and January, 1856, though during this time a fever of a serious character prevailed at various parts of the station. The Columbia, a frigate of the same complement, attached to the home squadron, lost twelve of her crew by disease in the twenty-seven months between January, 1853, and March, 1855, when she was put out of commission.

Hospitals.	Remaining Sept. 30, 1855.	Admitted.	Total treated for the year ending Sep. 30, 1856.	Died.	Percentage of deaths in number of cases treated.	Remaining Sept. 30, 1856.
Chelsea	8	106	114	3	2.6	12
New York	38	190	228	8	3.5	49
Philadelphia	18	165	183	12	6.5	13
Norfolk	33	158	191	11	5.7	19
Pensacola	21	62	83	2	2.4	9
Total hospitals	118	681	799	36	4.5	102
Navy yards, receiving ships, and Naval Academy	56	2,362	2,418	19	0.8	32
Total shore stations	174	3,043	3,217	55	1.74	134

Squadrons.	Number of vessels.	Complement of per- sons.	Remaining sick De- cember 31, 1854.	Admitted during the year 1855.	Total treated in 1855.	Died.	Percentage of cases in whole number of persons.	Percentage of deaths in number of cases treated.	Remaining Sept. 30, 1855.
Home	4	924	21	1,243	1,264	16	136	1.26	29
Pacific	3	779	53	1,273	1,326	4	170	.30	52
Mediterranean ...	3	955	44	1,095	1,139	10	119	.87	58
Brazil	3	745	39	710	749	2	100	.26	19
Africa	3	544	42	1,072	1,114	2	204	.17	32
East Indies	3	767	69	1,922	1,991	26	259	1.30	72
Lakes and coast survey	6	358	10	369	379	-----	106	-----	2
Total	25	5,072	278	7,684	7,962	60	157	.75	264

HOSPITAL FUND.

I beg leave to invite your attention to the recommendations contained in my last report, in regard to relieving the hospital fund of various allowances in the shape of pocket-money, tobacco, and perhaps clothing, made to the beneficiaries in the naval asylum. The hospital fund is diminishing annually, and unless every extraneous or doubtful expenditure be suppressed, we shall, ere long, be reduced to the necessity of seeking from Congress the means to support our hospitals, which at present are maintained exclusively by this fund.

Although the act of Congress of February 26, 1811, authorizes a permanent home at one of the naval hospitals for disabled and decrepid officers, seamen, and marines, it may be a question whether the allowances to which I referred fall within the intentions of this law. It is believed that as much money was spent from the hospital fund last year for tobacco for the beneficiaries as accrued to the fund from the relinquishment of pensions.

Amount of hospital fund in treasury July 1, 1855.....	\$89,630 44
Drawn in the year ending June 30, 1856, by the Bureau of Medicine and Surgery on account of hospital and for purchases for laboratory.....	39,306 00
By Bureau of Yards and Docks for naval asylum, and by transfers of Fourth Auditor.....	31,899 00
Total amount drawn in the year ending June 30, 1856.	71,205 00
Balance.....	18,425 44

Credits.

Deductions and transfers by Fourth Auditor and others.	\$45,348 79
Value of supplies furnished from laboratory.....	14,897 58
Stopped rations..	5,766 33
Pensions of beneficiaries supported in naval asylum.....	1,302 24
Total credits.....	67,304 94
Balance as above.....	18,425 44
Total hospital fund June 30, 1856.....	85,730 38

The average cost per week of hospital patients for the year ending September 30, 1856, has been about \$2 86, under all heads of expenditure coming under the cognizance of this bureau.

I invite your attention also to the recommendations of my last report, that some measure should be adopted to secure for the hospital fund the value of the ten acres of land alienated from the hospital

estate at Chelsea, Massachusetts, and applied to the purposes of a marine hospital for the district of Boston and Charlestown, by act of Congress approved March 3, 1855.

This property was purchased by authority of the Secretary of the Navy in the year 1823, and paid for out of the hospital fund. This fund was established by act of Congress of March 2, 1799, which directed the Secretary of the Navy to deduct twenty cents per month from the pay of every officer, seaman, and marine, and to pay the same quarter annually to the Secretary of the Treasury; and again, on the 26th of February, 1811, Congress enacts that the money collected in virtue of the former law shall be paid to the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, who are appointed a board of commissioners, by the name and style of commissioners of navy hospitals, and shall constitute a fund for navy hospitals; the commissioners are also required to procure, at suitable places, "proper sites for navy hospitals."

By an act approved July 10, 1832, Congress directed the commissioners of the hospital fund to close their accounts as trustees of that fund, and to transfer all balances of cash, or other property belonging to the fund, to the Treasurer of the United States, for the use of the Secretary of the Navy, for expenditures on account of navy hospitals, &c. It then constituted the Secretary of the Navy trustee of the hospital fund, making it his duty to "direct and control the expenditures out of the navy hospital fund."

It was therefore out of a fund created by a tax upon the pay of the navy that the Chelsea estate was purchased, and not with any appropriation by Congress *from the treasury*, as the phraseology of the 6th section of an act making appropriations for the civil and diplomatic expenses of the government, approved March 3, 1855, would imply, when it refers to the land heretofore "purchased by the United States" for the purposes of a naval hospital. The United States bought the land through agents appointed under the act of February 1811, to take charge of a fund which had been already created for certain definite purposes; and the deeds of conveyance are made out in the names of the persons specified in the act, by direction of the then Secretary of the Navy, as commissioner of the naval hospital fund.

It will thus be seen that the United States had no other connexion with the purchase of the Chelsea estate than to authorize a trusteeship, with certain expressed powers, of a fund raised by a deduction or tax upon the pay of the navy, to be applied to specific purposes, as "the purchase of sites for naval hospitals, or other means of relief for sick or disabled seamen of the navy."

I repeat the suggestion, that application be made to Congress to reimburse the hospital fund for this diversion of its means, or for authorizing the Secretary of the Treasury to transfer the ascertained value of the land to the hospital fund, out of any non-appropriated money in the treasury. The value of the land can be ascertained in such way as the department may deem most advisable.

NAVAL LABORATORY.

The laboratory continues to fulfil every reasonable expectation. It can no longer, I think, be regarded as an experiment; for its ability to meet every demand, for three years past, and the general excellence of its productions, have given it a permanent place, I trust, in the naval organization.

Its functions are not strictly confined to the medical department; it is making itself highly useful in other departments, by the means and facilities it furnishes for the detection of the various adulterations that are practised in many articles offered under contract. Many elaborate analyses have been made during the year of articles falling under the cognizance of other branches of the navy, as well as of specimens of coal brought home by the Japan squadron. Beside furnishing most of the supplies to home stations and vessels fitting for service, consignments of suitable articles have been sent, within the year, to the Mediterranean, East Indian, and Pacific squadrons.

Amount of purchases for the laboratory for the year ending June 30, 1856.....	\$12,631 07
Issues for same period.....	11,997 30
Stock on hand, machinery, and appliances.....	19,879 12

INSANE OF THE NAVY.

The insane of the navy, some of whom had been for years the inmates of different naval hospitals wherein no arrangements specially adapted to their condition existed, have, since my last report, been removed to the government asylum near this city. This establishment, in all its conveniences and appointments, will rank among the very first in the country in its fitness for the objects to which it is devoted. It is a noble illustration of the philanthropic and humane spirit which prompted Congress to make such ample provision for those whose misfortune had too often caused them to be treated as criminals rather than as human beings laboring under a most fearful visitation of Providence.

The careful watching and kind attention bestowed upon the patients in the asylum will certainly add to any prospect that may now exist of recovery in any case; while those whose condition is considered hopeless, here find a home replete with everything essential to their well being and safe custody.

One lieutenant, one passed assistant surgeon, nine seamen, landmen, and marines—eleven in all—are under charge of Dr. C. H. Nichols, superintendent of the asylum, whose eminent skill and varied qualifications for his position leave nothing to the patients or their friends to desire in the way of the most considerate care and suitable treatment. One death and one desertion have occurred among the naval patients in the asylum during the year.

W. WHELAN.

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1858.

Salary of the chief of the bureau, per act of Congress approved March 3, 1855; Statutes at Large, 2d session 33d Congress, page 675.....	\$3,500 00	
Salary of one clerk of fourth class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211.....	1,800 00	
Salary of two clerks of second class, at \$1,400 each, per acts of March 3, 1853, Statutes at Large, second session 32d Congress, page 211; April 22, 1854, Statutes at Large, 1st session 33d Congress, page 276, and August 4, 1854, Statutes at Large, 1st session 33d Congress, page 572.....	2,800 00	
Salary of messenger, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress	840 00	
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress.....	600 00	
		\$9,540 00
<i>Contingent expenses.</i>		
Blank books, stationery, and miscellaneous items		450 00
Total required.....		9,990 00
Required last year.....		9,966 00
Excess in fifth item.....		24 00

W. WHELAN.

B.

Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1858.

<i>Frigates—6.</i>		
Six at \$1,100 each		\$6,600 00
<i>Sloops—14.</i>		
Six of the first class, at \$700.....	\$4,200 00	
Five of the second class, at \$600	3,000 00	
Three of the third class, at \$500	1,500 00	
		8,700 00
<i>Steam frigates—5.</i>		
Five of the first class, at \$700.....		3,500 00
<i>Steamers—7.</i>		
Four of the first class, at \$400	1,600 00	
Three of the second class, at \$300.....	900 00	
		2,500 00

B—Continued.

<i>Brig—1.</i>		
One at \$300		\$300 00
<i>Storeships—4.</i>		
Four at \$200		800 00
<i>Receiving ships—4.</i>		
Three at \$600	\$1,800 00	
One at \$150	150 00	
		1,950 00
<i>Navy yards—7.</i>		
Portsmouth, New Hampshire	100 00	
Boston	150 00	
New York	200 00	
Philadelphia and receiving ship Union	250 00	
Washington and marine barracks	1,200 00	
Norfolk	200 00	
Pensacola	200 00	
		2,300 00
<i>Naval stations—2.</i>		
Naval Academy, Annapolis	400 00	
Observatory and general relief of officers	300 00	
		700 00
<i>Coast Survey.</i>		
Three steamers, at \$125	375 00	
One steamer, at \$50	50 00	
Two schooners, at \$50	100 00	
Temporary relief of sick seamen in vessels having no medical officer	300 00	
		825 00
Total required		28,175 00
Required last year		30,775 00

W. WHELAN.

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 13, 1856.

SIR: My annual tour of inspection to the posts at Norfolk, Philadelphia, New York, Boston, and Portsmouth, N. H., has been made during the course of the year, and they were found in their usual good military condition.

Provision having been made by Congress for the erection of barracks at the New York and Pensacola stations, the necessary arrangements will be made for their completion, so far as I am empowered, as soon as practicable. This provision, so necessary for the comfort of the troops, will, I trust, be extended at the ensuing session of Congress to the three other posts, at Norfolk, Philadelphia, and Boston. New sites will have to be purchased for the barracks, as the ground upon which the old buildings stand is too contracted for the erection of comfortable quarters for the troops, and to allow a parade ground for their drill, and it is also required for naval purposes.

It will be seen, from the general return which accompanies this report, that a large proportion of the officers and men of the marine corps are employed at sea. It is evident that there should be on shore a relief to these officers and men, drilling and preparing to take their places. The guards at the several yards are much smaller than is for the public good, and it can be easily shown that it would be a saving to the treasury to add largely to their strength. I have frequent applications from the commandants of the naval stations for such an increase, which, of course, with the present strength of the corps, it is impossible to grant. I therefore recommend that the marine corps be increased by a thousand men, and by officers so as to allow a captain for every hundred men.

I deem it also very essential for the good of the service that a military education should be given to marine officers. At present they are instructed only in the infantry drill. They can be employed with great advantage both ashore and afloat in the service of artillery, and in the event of landing upon hostile shores, the combined force (naval and marine) could only be thoroughly efficient by having competent military engineers among its members. This can only be obtained by making appointments to the marine corps from the graduates of the Military Academy at West Point.

I trust, then, that we may be successful in obtaining barracks for the proper accommodation of the men, an increase of the corps to afford a relief to those on foreign service, and a military education to make the officers worthy in every respect of the commissions which they bear; and with these advantages, I am sure the marine corps will be always found doing honor to the country which it serves.

I am, with great respect, your obedient servant,

ARCH. HENDERSON,
Brevet Brigadier General, Commanding.

Hon. J. C. DOBBIN,
Secretary of the Navy.
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General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, on the 31st day of October, 1856.

Stations, &c.	Bvt. brig. gen. commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Headquarters.....	1	3	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	5	Washington city marine barracks: Brigadier Gen. Henderson, the adjutant and inspector, paymaster, quartermaster, and aid-de-camp to the brigadier general commandant.
Marine barracks, Washington.....					1	3	1	4	2	7	7	30	4	3	93	155	21 privates returned here are boys learning music.
Guard at the navy yard, D. C.....					1	.....	1	.....	1	2	3	.....	1	1	26	36	
Brooklyn, New York.....			1	.....	1	1	3	.....	1	6	9	.....	2	1	66	91	
Charlestown, Mass.....				1	.....	2	.....	.....	1	5	5	.....	.....	1	50	65	
Gosport, Va.....				1	.....	.....	.....	.....	1	5	4	.....	1	1	29	43	
Philadelphia, Pa.....				1	.....	1	2	.....	1	5	4	.....	2	1	43	60	
Portsmouth, N. H.....				1	.....	.....	.....	.....	1	5	2	.....	2	2	38	51	
Warrington, Florida.....					1	1	.....	.....	1	3	3	.....	1	1	43	53	
Assist. quartermaster's office, N. Y.....		1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	September 30, 1856.
Norfolk, Virginia, clothing store.....					1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
Receiving ship Pennsylvania.....						1	.....	.....	1	1	3	.....	1	1	20	28	
Receiving ship Ohio.....						1	.....	.....	1	.....	.....	.....	.....	.....	20	25	
Receiving ship North Carolina.....					1	.....	.....	.....	1	1	2	.....	1	1	34	41	
Receiving ship Alleghany.....									1	.....	.....	.....	.....	.....	8	9	
Receiving ship Union.....									1	.....	.....	.....	.....	.....	15	18	
Steamer Wabash.....					1	.....	1	.....	1	2	4	.....	1	1	48	59	
Steamer Merrimac.....						1	1	.....	1	2	4	.....	1	1	50	61	August 31, 1856.
Steamer Susquehanna.....						1	.....	.....	1	2	4	.....	1	1	35	45	June 30, 1856.
Steamer San Jacinto.....						1	.....	.....	1	2	4	.....	1	1	24	31	June 30, 1856.
Steamer Michigan.....									1	1	2	.....	.....	.....	12	15	October 31, 1856.
Steamer Massachusetts.....									1	.....	2	.....	.....	.....	12	15	August 31, 1856.
Frigate Independence.....					1	.....	1	.....	1	2	3	.....	1	1	42	52	September 30, 1856.
Frigate Congress.....					1	.....	1	.....	1	2	4	.....	1	1	39	50	June 30, 1856.
Frigate Savannah.....					1	.....	1	.....	1	2	4	.....	1	1	36	46	August 31, 1856.
Frigate St. Lawrence.....					1	.....	1	.....	1	2	4	.....	1	1	40	51	September 30, 1856.
Sloop Constellation.....						1	.....	.....	1	1	4	.....	1	1	34	43	June 30, 1856.
Sloop Portsmouth.....							1	.....	1	.....	2	.....	1	1	20	26	April 30, 1856.

[illegible]

Lieutenant George Adams died October 21, 1856, in the insane asylum, Flushing, Long Island, while attached to the New York station.

C. A. HENDERSON, *First Lieutenant.*
For P. G. HOWLE, *Adjutant and Inspector.*

HEADQUARTERS OF THE MARINE CORPS, Adjutant and Inspector's Office, Washington, November 13, 1856

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 11, 1856.

SIR: I enclose to the department triplicate estimates from the quartermaster's department of the marine corps, for the year ending 30th June, 1858.

I remain, most respectfully, yours,

ARCHIBALD HENDERSON,
Brevet Brigadier General, Commandant.

CHARLES W. WELSH, Esq.,
Acting Secretary of the Navy.

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 11, 1856.

SIR: I have the honor to transmit herewith "triplicate estimates" for the support of the quartermaster's department of the marine corps, from July 1, 1857, to June 30, 1858.

These estimates vary from those of last year by estimating for "Provisions" at twenty cents per ration, in consequence of the high prices of all articles of subsistence.

I am sir, very respectfully, your obedient servant,

G. F. LINDSAY,
Quartermaster Marine Corps.

General A. HENDERSON,
Commandant United States Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the marine corps for one year, from July 1, 1857, to June 30, 1858.

There will be required for the quartermaster's department of the marine corps for one year, commencing on July 1, 1857, in addition to the balances then remaining on hand, the sum of one hundred and ninety-one thousand five hundred and seventy-six dollars and eighty-seven cents, viz:

1. For provisions.....	\$54,531 00
2. For clothing	55,264 00
3. For fuel	20,281 87
4. For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.	9,000 00
5. For transportation of officers and troops, and for expenses of recruiting....	12,000 00
6. For repair of barracks and rent of temporary barracks and offices, where there are no public buildings for that purpose	8,000 00
7 For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for messenger, pay of matron, washerwoman, and porter at hospital at headquarters, and for the purchase of a fire-engine for the use of the United States marine barracks.....	32,500 00
Amount required.....	191,576 87

Respectfully submitted.

G. F. LINDSAY, Quartermaster Marine Cor

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents per day.	Rations, at twenty cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	742	33	.....	745	1	.....	\$54,385 00
Matron and washerwoman at hospital headquarters.....	.....	1	1	2	.....	1	146 00
Amount required.....	.....	.....	.....	.....	.....	.....	54,531 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum.....	1,424	\$51,264 00
500 watch-coats, at \$8 each .....	.....	4,000 00
Amount required.....	.....	55,264 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
Commandant.....	1	36	4	36	4
Lieutenant colonel.....	1	26	.....	26	.....
Majors	4	26	.....	104	.....
Staff majors	3	26	.....	78	.....
Staff captains	1	21	2	21	2
Aid-de-camp	1	16	4	16	4
Captains.....	12	21	2	255	.....
Lieutenants, 1st and 2d	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants	755	1	4	1,132	4
Matron to hospital, headquarters.....	1	1	4	1	4
Hospital, headquarters.....	1	33	.....	33	.....
Hospitals at other posts	5	16	4	82	4
Armory at headquarters.....	1	30	.....	30	.....
Mess-rooms for officers.....	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts.....	15	7	.....	105	.....
Officers-of-days' rooms.....	7	3	4	24	4
Guard-rooms at barracks and navy yards.....	9	21	.....	189	.....
Stores for clothing and other supplies.....	3	5	.....	15	.....
One-fourth additional on 600 cords, the quantity supposed to be required for stations north of latitude 39 degrees.....	.....	.....	.....	150	.....
Amount required .....	.....	.....	.....	2,704	2
Which, at \$7 50 per cord, is .....	.....	.....	.....	.....	\$20,281 87

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 11, 1856.

SIR: I have the honor to transmit herewith "triplicate estimates" to supply deficiencies in the appropriation for the marine corps, under the heads of "provisions, clothing, fuel and military stores," from July 1, 1849 to June 30, 1855, caused by the increase of 200 men, enlisted by direction of the President of the United States, in conformity with an act approved March 3, 1849.

The appropriations of the corps within the period named having been taxed for their support without estimates of the cost thereof being submitted has caused the deficiencies for which appropriations are now asked.

I am, sir, very respectfully, your obedient servant,

G. F. LINDSAY,

Quartermaster Marine Corps.

General A. HENDERSON,

Commandant United States Marine Corps, Headquarters.

Estimate to supply deficiencies in the appropriations for "provisions, clothing, fuel, and military stores," of the marine corps, from July 1, 1849, to June 30, 1855, caused by the increase of two hundred men, enlisted by direction of the President of the United States, according to section 1 of "An act making appropriations for the naval service of the United States, approved March 3, 1849," and for the expenses of which increase no appropriations have been made for the period set forth above, amounting to eighty-five thousand two hundred and seventy-five dollars, as follows, viz:

1. For provisions for 100 men for six years, being the number of the increase supposed to be ashore, one ration per day, at 15 cents for each ration....	\$32,975 00
2. For clothing for 200 men for six years, at \$36 per annum each	43,200 00
For 200 watch-coats, at \$8 each.....	1,600 00
3. For fuel for 100 men for six years, being the number of the increase supposed to be ashore during that time, $1\frac{1}{2}$ cords per annum for each man—900 cords—at \$7 50 per cord.....	6,750 00
1. For 200 sets of accoutrements, at \$3 75 per set	750 00
Amount required.....	85,275 00

Respectfully submitted.

G. F. LINDSAY,
Quartermaster Marine Corps.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 11, 1856.

SIR: I enclose to the department triplicates of estimates for the paymaster's department of the marine corps for the year ending June 30, 1858.

I remain, most respectfully, yours,

ARCHIBALD HENDERSON,
Brevet Brigadier General, Commandant.

CHARLES W. WELSH, Esq.,
Acting Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 8, 1856.

SIR: I have the honor to enclose herewith estimates in triplicate for pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates of the United States marine corps for the year ending June 30, 1858.

The estimates are increased one thousand two hundred and sixty-nine dollars and twenty-four cents, being an estimate of one thousand two hundred dollars for additional pay for the musicians of the band, authorized by the fifth section of the act approved August 18, 1856; and an increase of sixty-nine dollars and twenty-four cents to the pay of the clerk at the marine clothing store at Norfolk, being the increase pay of a sergeant, under the act of August 5, 1854.

I am, sir, very respectfully, your obedient servant,

WM. W. RUSSELL,
Paymaster United States Marine Corps.

Brigadier General ARCHIBALD HENDERSON,
Commandant United States Marine Corps.

Detail estimate of pay and subsistence of officers, musicians, and privates of the United States marine corps, and pay for undrawn clothing, from July 1, 1857, to June 30, 1858.

Rank or grade.	Number.	PAY.				SUBSISTENCE.			Aggregate.
		Pay per month.	Number of servants, at eleven dollars per month.	Number of servants, at twelve dollars per month.	Total.	Number of rations, at twenty cents per ration.	Number of extra or double rations, at twenty cents per ration.	Total.	
Brigadier general commandant	1	\$75 00	2	.....	\$1,164 00	6	6	\$876 00	\$2,040 00
Lieutenant colonel	1	60 00	2	.....	984 00	5	5	730 00	1,714 00
Majors	4	50 00	2	.....	3,456 00	4	4	2,336 00	5,792 00
Adjutant and inspector, paymaster and quartermaster	3	60 00	.....	2	3,024 00	4	.....	876 00	3,900 00
Assistant quartermaster	1	50 00	.....	1	744 00	4	.....	292 00	1,036 00
Captains commanding posts, and at sea	8	50 00	1	.....	5,856 00	4	4	4,672 00	10,528 00
Captains	5	40 00	1	.....	3,060 00	4	.....	1,460 00	4,520 00
First lieutenants commanding guards at sea	7	40 00	1	.....	4,284 00	4	4	4,088 00	8,372 00
First lieutenants	13	30 00	1	.....	6,396 00	4	.....	3,796 00	10,192 00
Second lieutenants	20	25 00	1	.....	8,640 00	4	.....	5,840 00	14,480 00
Sergeant major and quartermaster sergeant	2	23 00	.....	.....	552 00	.....	.....	.....	552 00
Drum and fife majors	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants and first sergeants of guards at sea	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment	20	17 00	.....	.....	4,080 00	.....	.....	.....	4,080 00
Sergeants, second enlistment	36	19 00	.....	.....	8,080 00	.....	.....	.....	8,208 00
Corporals, first enlistment	51	13 00	.....	.....	7,956 00	.....	.....	.....	7,956 00
Corporals, second enlistment	45	15 00	.....	.....	8,100 00	.....	.....	.....	8,100 00
Drummers and fifers, first enlistment	20	12 00	.....	.....	2,880 00	.....	.....	.....	2,880 00
Drummers and fifers, second enlistment	40	14 00	.....	.....	6,720 00	.....	.....	.....	6,720 00
Privates, first enlistment	768	11 00	.....	.....	101,376 00	.....	.....	.....	101,376 00
Privates, second enlistment	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00
Clerks to brigadier general commandant, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster	9	.....	.....	.....	8,312 16	.....	.....	.....	8,312 16

Hospital steward, nurse at hospital, and messenger at headquarters.....	3	1 50 p day.	1,642 50	.....	.....	1,642 50
Messenger to assistant quartermaster.....	1	1 00 p day.	365 00	.....	.....	365 00
Clerk in the clothing store at Norfolk.....	1	29 21	350 52	.....	.....	350 52
Additional rations to officers for five years' service.....	.....	.....	.....	207	15,111 00	15,111 00
Bounty for re-enlistment (non-commissioned officers).....	25	.....	1,119 00	.....	.....	1,119 00
Bounty for re-enlistment (musicians and privates).....	125	.....	4,125 00	.....	.....	4,125 00
Officers' servants, at \$8 50 per month for rations and clothing.....	72	.....	.....	.....	.....	.....
Undrawn clothing.....	.....	.....	.....	.....	7,344 00	7,344 00
Additional pay for musicians of the band, per act of August 18, 1856.....	25	4	1,200 00	.....	9,000 00	9,000 00
						1,200 00
			268,082 18		56,421 00	324,503 18

Respectfully submitted.

WM. W. RUSSELL,
Paymaster United States Marine Corps.

HEADQUARTERS OF THE MARINE CORPS, Paymaster's Office, October 8, 1856.

No. 8.

General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1858.

Office or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	\$29,600 00	\$2,840 00
Bureau of Ordnance and Hydrography	12,340 00	750 00
Bureau of Yards and Docks	14,140 00	800 00
Bureau of Construction, Equipment, and Repair.....	21,340 00	800 00
Bureau of Provisions and Clothing	8,840 00	700 00
Bureau of Medicine and Surgery.....	9,540 00	450 00
	95,800 00	6,340 00

RECAPITULATION.

CIVIL.	
Salaries	\$95,800 00
Contingent	6,340 00
<i>Appropriated for fiscal year 1856-'57.</i>	
For salaries	97,800 00
For contingent.....	6,340 00

No. 9.

General estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1858.

CIVIL.	
For salaries	\$2,650 00
For contingent	3,913 00
<i>Appropriated for fiscal year 1856-'57.</i>	
For salaries.....	2,400 00
For contingent.....	3,865 00

Miscellaneous.

Pay of superintendents.....				
Nautical books, hydrographical office, &c.....		128,382 00		
Naval Academy.....	\$67,160 00			
Transportation of the mail.....	42,307 22			
Nautical Almanac.....	\$935,850 00			
	26,880 00			
	962,730 00	128,382 00		1,200,579 22
				3,505,044 22

AGGREGATE—NAVY.

Navy proper.....				
Marine corps.....				\$8,396,899 00
Special objects—				516,080 05
Navy yards.....				
Hospitals.....	\$2,127,392 00			
Magazines.....	63,615 00			
Miscellaneous.....	113,458 00			
	1,200,579 22			3,505,044 22
				12,418,023 27

General estimate of the sums required for the support of the navy for the fiscal year ending June 30, 1858.

REPORT OF THE

Heads of appropriation.	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps.....	\$3,505,449 00	\$3,421,718 00	\$3,421,718 00
For provisions for commission, warrant, and petty officers and seamen, including engineers and also marines attached to vessels for sea service.....	850,450 00	840,450 00	840,450 00
For surgeons' necessities and appliances for the sick and hurt of the navy, including the engineer and marine corps .....	.....	.....	.....
For increase, repair, armament, and equipment of the navy, including the wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy.....	2,877,000 00	2,799,500 00	2,799,500 00
For ordnance and ordnance stores, including incidental expenses.....	304,000 00	221,000 00	221,000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repairs of and attending to steam-engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; for carts, timber wheels, and the purchase and repair of workmen's tools; postage on public letters; furniture for government houses; fuel, oil, and candles, for navy yards and shore stations; pay of watchmen and incidental labor not chargeable to any other appropriation; transportation to and labor attending the delivery of provisions and stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office rent; stationery; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts martial and courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; bills of health and quarantine expenses of vessels of the United States navy in foreign ports	860,000 00	859,750 00	859,750 00
	8,396,899 00	8,142,418 00	8,142,418 00

No. 12.

General estimate of the sums required for the support of the marine corps for the fiscal year ending June 30, 1858.

Heads of appropriation.	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For pay of officers, non-commissioned officers, musicians and privates, clerks, messengers, stewards, servants, &c.; for rations and clothing for servants; subsistence and additional rations for five years' service of officers; for undrawn clothing and rations, bounties for re-enlistments, and pay for unexpired terms of previous service..... For provisions..... For clothing..... For fuel..... For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fife, and other instruments..... For transportation of officers and troops, and for expenses of recruiting..... For repairs of barracks and rent of temporary barracks and offices where there are no public buildings for that purpose..... For contingencies, viz: freight, ferrriage, toll, cartage, wharfage; compensation to judges advocate; per diem for attending courts martial, courts of inquiry, and for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, postage, telegraphing, apprehension of deserters; oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools; keep of a horse for messenger; pay of matron, washerwoman, and porter at hospital headquarters; and for the purchase of a fire-engine for the use of the United States marine barracks.....	\$324,503 18 54,531 00 55,264 00 20,281 87 9,000 00 12,000 00 8,000 00 32,500 00 516,080 05	\$323,233 94 40,934 75 55,264 00 20,180 62 9,000 00 12,000 00 8,000 00 32,500 00 501,113 31	\$323,233 94 40,934 75 55,264 00 20,180 62 9,000 00 12,000 00 8,000 00 32,500 00 501,113 31

General estimate of the sums required for special objects, under the control of the Navy Department, for the fiscal year ending June 30, 1858.

Heads of appropriation.	REPORT OF THE		
	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For improvements and repairs at navy yards and stations	\$2,127,392 00	\$2,522,989 00	\$1,620,030 58
For repairs of hospital buildings and their dependencies	63,615 00	84,400 00	70,800 00
For repairs of magazine buildings and their dependencies	113,458 00	142,600 00	92,600 00
For the pay of superintendents, naval constructors, and civil establishments of navy yards and stations.	128,382 00	125,782 00	125,782 00
For nautical books, maps, charts, and binding; instruments and repairs thereof; and all expenses of the United States Naval Observatory and Hydrographical Office	67,160 00	68,160 00	68,160 00
For improvement and repair of buildings and grounds and support of the Naval Academy at Annapolis, Maryland	42,307 22	39,595 22	39,595 22
For transportation of the mail	935,850 00	1,408,850 00	1,408,850 00
For preparing for publication the American Nautical Almanac	26,880 00	26,880 00	25,732 64
For construction of powder magazine for the naval service at Mare island, California .....	.....	119,302 11	119,300 00
	3,505,044 22	4,538,558 33	3,570,850 44

No. 14.

TREASURY DEPARTMENT,
Second Comptroller's Office, November, 1856.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1855-'56, showing the balances of appropriations on the 1st of July, 1855, the appropriations made for the fiscal year 1855-'56, the repayments and transfers in same time, the amounts applicable to the service of the year 1855-'56, the amounts drawn by requisitions from the treasury in same period, and, finally, the balances on the 30th of June, 1856, with such sums specially designated as have been carried to the surplus fund; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. M. BRODHEAD,
Comptroller.

Hon. J. C. DOBBIN,
Secretary of the Navy.

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Statement of the appropriations for the service of the Navy Department, from July 1, 1855, to June 30, 1856, made in pursuance of the provisions of the 2d section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appro- priations July 1, 1855.	Appropriations for the fiscal year 1855-'56.	Repayments from July 1, 1855, to June 30, 1856.	Amounts applicable to the service of the fiscal year 1855-'56.	Amounts drawn by requisitions from the treasury du- ring the fiscal year 1855-'56.	Balances June 30, 1856.	Remarks.
Pay of the navy-----	\$6,158 48	\$3,515,111 00	\$552,487 56	\$4,073,757 04	\$4,047,566 10	\$26,190 94	-----
Extra pay to officers, &c., serving in the Pacific-----	-----	68,547 80	7,936 07	76,483 87	76,483 87	-----	Indefinite.
Extra pay to officers of astronomical expedition to Chile-----	-----	248 41	91	249 32	249 32	-----	Indefinite.
Extra compensation to clerks in Wash- ington navy yard-----	-----	2,477 85	-----	2,477 85	2,477 85	-----	Indefinite.
Prize money-----	49,472 21	10,611 01	8,147 46	68,230 68	33,082 98	35,147 70	-----
Military contributions in Mexico-----	1,269 42	-----	-----	1,269 42	307 79	961 63	-----
Naval Academy-----	6,348 14	48,044 22	-----	54,392 36	53,391 35	1,001 01	-----
Nautical Almanac-----	-----	20,880 00	3,928 65	24,808 65	19,468 96	5,339 69	-----
Meteorological observations-----	553 77	2,000 00	-----	2,553 77	2,000 00	553 77	-----
Compensation to clerks in naval as- tronomical expedition-----	-----	1,798 06	-----	1,798 06	1,798 06	-----	Indefinite.
Books, maps, &c., of Hydrographical Office-----	8,685 52	-----	641 63	9,327 15	5,310 91	4,016 24	-----
Nautical instruments-----	7,834 00	23,000 00	-----	30,834 00	18,216 29	12,617 61	-----
Publishing Sailing Directions-----	590 00	10,000 00	-----	10,590 00	1,345 00	9,245 00	-----
Wind and current charts-----	243 59	18,000 00	125 73	18,369 32	18,131 00	938 32	-----
Contingent and wages at Observatory	1,656 00	10,760 00	-----	12,416 00	11,826 90	589 10	-----
Navy hospital fund-----	89,630 44	-----	54,918 06	144,548 50	69,652 00	74,896 50	-----
Pay of superintendents, &c.-----	32,333 43	124,480 00	743 09	157,556 52	119,662 87	37,893 65	-----
Surgeons' necessities and appliances--	57,033 18	34,325 00	7,038 59	98,396 77	31,742 82	66,653 95	-----

Testing and analysis of alimentary substances-----	1, 018 34	-----	-----	1, 018 34	-----	-----
Provisions of navy-----	28, 376 32	686, 200 00	312, 152 37	1, 026, 728 69	971, 532 02	55, 196 67
Clothing of navy-----	394, 064 01	-----	397, 108 11	791, 172 12	395, 626 19	395, 545 93
Increase, repairs, &c.-----	275, 555 12	3, 339, 500 00	203, 111 50	3, 818, 166 62	3, 156, 593 48	661, 573 14
Six steam frigates-----	1, 085, 210 86	3, 000, 000 00	3, 598 85	4, 088, 809 71	1, 719, 146 96	2, 369, 662 75
Stevens' war steamer-----	136, 186 52	-----	-----	136, 186 52	-----	-----
Testing improvements in steam boilers	10, 000 00	-----	-----	10, 000 00	-----	10, 000 00
Mexican hostilities-----	22, 437 91	-----	11, 430 97	33, 868 88	1, 630 65	32, 238 23
Search for Arctic expedition-----	9, 957 12	-----	5, 653 28	15, 610 40	7, 362 13	8, 248 27
Contingent expenses-----	10, 808 70	842, 048 00	63, 165 10	916, 021 80	878, 996 39	37, 025 41
Steam mail service-----	352, 024 38	1, 408, 850 00	-----	1, 760, 874 38	1, 399, 284 87	361, 589 51
Dry dock at Kittery-----	-----	-----	312 30	312 30	312 30	-----
Dry dock at Philadelphia-----	3, 319 95	-----	-----	3, 319 95	3, 319 95	-----
Dry dock at Pensacola-----	-----	10, 000 00	1, 742 44	11, 742 44	11, 742 44	-----
Dry dock in California-----	20, 264 65	-----	4, 135 35	24, 400 00	24, 400 00	-----
Basin and railway, California-----	280, 000 00	-----	-----	280, 000 00	280, 000 00	-----
Coal depot at Key West-----	8, 795 00	-----	-----	8, 795 00	8, 795 00	-----
Navy yard, Sackett's Harbor, N. Y.-----	1, 536 93	2, 000 00	73 08	3, 610 01	1, 000 00	2, 610 01
Navy yard, Portsmouth, N. H.-----	5, 076 86	58, 258 00	12 35	63, 347 21	52, 426 77	10, 920 44
Navy yard, Boston, Massachusetts-----	166, 076 89	255, 322 00	33, 393 39	454, 792 28	184, 772 33	270, 019 95
Navy yard, New York-----	-----	380, 446 00	4, 950 72	385, 396 72	346, 016 01	39, 336 71
Navy yard, Philadelphia-----	801 00	66, 700 00	1, 083 74	68, 584 74	54, 310 51	14, 274 23
Navy yard, Washington-----	69, 254 39	192, 286 00	15 00	261, 655 39	187, 591 12	74, 064 27
Navy yard, Norfolk-----	6, 109 27	321, 317 00	4 82	327, 431 09	256, 141 67	71, 289 42
Navy yard, Pensacola-----	17, 380 29	162, 000 00	10, 954 06	190, 334 35	190, 334 35	-----
Navy yard, Memphis-----	48, 117 95	-----	7, 962 70	56, 080 65	56, 080 65	-----
Navy yard, San Francisco-----	-----	345, 000 00	-----	345, 000 00	345, 000 00	-----
Navy hospital, Boston-----	1, 011 12	6, 000 00	1 87	7, 012 99	5, 567 70	1, 445 29
Navy hospital, New York-----	11 81	19, 270 00	2 10	19, 283 91	10, 836 00	8, 447 91
Navy hospital, Philadelphia-----	2, 873 48	7, 100 00	200 00	10, 173 48	3, 568 00	6, 605 48
Navy hospital, Norfolk-----	3, 409 12	1, 200 00	271 72	4, 880 84	1, 746 00	3, 134 84
Navy hospital, Pensacola-----	1, 357 94	19, 828 00	43 84	21, 229 78	18, 944 24	2, 285 54
Naval magazine, Boston-----	4, 209 63	22, 000 00	-----	26, 209 63	9, 010 33	17, 199 30
Naval magazine, New York-----	-----	110, 000 00	4 00	110, 004 00	72, 994 23	37, 009 77
Naval magazine, Washington-----	16, 212 00	9, 500 00	-----	25, 712 00	5, 312 37	20, 399 63
Naval magazine, Norfolk-----	15, 749 55	10, 000 00	-----	25, 749 55	16, 200 73	9, 548 82

o \$46, 951 39 of this sum carried to surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appro- priations July 1, 1855.	Appropriations for the fiscal year 1855-'56.	Repayments from July 1, 1855, to June 30, 1856.	Amounts applicable to the service of the fiscal year 1855-'56.	Amounts drawn by requisitions from the treasury du- ring the fiscal year 1855-'56.	Balances June 30, 1856.	Remarks.
Naval magazine, Portsmouth, N. H.	-----	\$500 00	-----	\$500 00	\$400 00	\$100 00	-----
Naval magazine, Philadelphia.	-----	20,000 00	-----	20,000 00	9,060 00	10,940 00	-----
Naval magazine, Pensacola.	-----	8,000 00	\$439 57	8,439 57	4,494 30	3,945 27	-----
Pay of marine corps.	\$1,647 70	323,233 00	38,499 58	363,380 28	350,509 49	12,870 79	-----
Provisions, marine corps.	-----	40,934 75	25,430 56	66,365 31	66,357 31	8 00	-----
Contingent, marine corps.	-----	31,500 00	32 50	31,532 50	31,532 50	-----	-----
Clothing, marine corps.	-----	55,264 00	743 13	56,007 13	56,007 13	-----	-----
Fuel, marine corps.	-----	20,180 62	1,393 42	21,574 04	21,574 04	-----	-----
Transportation, marine corps.	-----	12,000 00	498 66	12,498 66	12,498 66	-----	-----
Military stores, marine corps.	-----	9,000 00	14,069 29	23,069 29	23,069 29	-----	-----
Repairs of barracks, marine corps.	-----	8,000 00	63 74	8,063 74	8,063 74	-----	-----
Relief of widows, &c., of officers and men of the brig Washington	-----	144 00	-----	144 00	144 00	-----	Indefinite.
Relief of purser Francis B. Stockton	-----	67 57	-----	67 57	67 57	-----	Indefinite.
Relief of Zachariah Lawrence, of Ohio	-----	7,936 20	-----	7,936 20	7,936 20	-----	Indefinite.
Total.	3,260,662 99	15,701,968 49	1,778,521 86	20,741,153 34	15,917,254 31	4,823,899 03	-----

STATEMENT—Continued.

RECAPITULATION.

Amount applicable to the service of the fiscal year 1855-'56, as per aggregate of fourth column.....	\$20,741,153 34
From which deduct amount of refunding and transfer requisitions, as per third column	1,778,521 86
Will show the amount applicable to the above period.....	18,962,631 48
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column.....	\$15,917,254 31
From which last sum deduct amount of transfer and refunding requisitions.....	1,778,521 86
	<u>14,138,732 45</u>
Will leave the aggregate of the fifth column of balances on June 30, 1856.....	<u>4,823,899 03</u>

TREASURY DEPARTMENT,

Second Comptroller's Office, November, 1856.

No. 15.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,
November 19, 1856.

SIR: I have the honor to transmit herewith two copies of an abstract of the expenditures under the head of contingent expenses as settled and allowed at this office from the 1st of July, 1855 to the 30th of June, 1856.

I have the honor to be, sir, very respectfully, your obedient servant,
A. O. DAYTON.

Hon. J. C. DOBBIN,
Secretary of the Navy.

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of July, 1855, to the 30th of June, 1856, inclusive.

No. of eodrt.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
585	1855. July 10	E. Fitzgerald	Purser	\$175 08	-----	Stationery, apprehension of deserters, &c.
586	11	Walker Anderson	Navy agent	5,863 62	-----	Commissions, advertising, &c.
590	20	Geo. Loyall	do	23,021 44	-----	Freight, pilotage, &c.
592	23	B. D. Heriot	do	424 01	-----	Advertising, postage, &c.
595	25	J. F. Steele	Purser	2,154 55	-----	Pilotage, &c.
598	2	J. O. Bradford	do	6,311 20	-----	Apprehension of deserters, pilotage, &c.
607	8	S. Forrest	do	27,587 29	-----	Laborers, pilotage, &c.
614	15	M. C. Marin	Lieutenant	167 70	-----	Travel.
615	15	W. D. Hurst	do	96 00	-----	Travel.
617	21	J. A. Bates	Purser	978 48	-----	Apprehension of deserters, pilotage, &c.
630	29	L. D. Slamm	do	2,954 04	-----	Do.
634	15	W. L. Maury	Lieutenant	445 45	-----	Pilotage, travel, and boat-hire.
636	18	J. O. Bradford	Purser	1,018 48	-----	Advertising, pilotage, &c.
638	18	J. G. Harris	do	7,635 89	-----	Pay of mechanics, postage, &c.
640	19	J. B. Rittenhouse	do	29 90	-----	Travel.
642	22	A. E. Watson	do	2,335 25	-----	Travel, mechanics, &c.
654	6	E. Farrand	Commander	591 65	-----	Travel, postage, &c.
658	12	J. Mc McIntosh	Captain	29 33	-----	Firewood, carpet, &c.
661	16	T. B. Nalle	Purser	53 79	-----	Postage, pilotage, &c.
670	18	J. H. Briscoe	Navy agent	1,604 73	-----	Commissions, postage, &c.
671	23	A. A. Nicholson	Quart'r marine corps	-----	\$5,703 35	Quarters for officers, &c.
672	25	B. J. Cahoon	Purser	66 00	-----	Postage, &c.
674	26	J. A. Semple	do	154 52	-----	Travel, postage, &c.
678	Novem'r 3	G. R. Barry	do	89,477 29	-----	Pilotage.
685	9	W. Speiden	do	14,403 64	-----	Do.
689	26	C. Swackhamer	Navy agent	91,382 28	-----	Hay, lumber, coal, castings, &c.
692	27	J. Y. Mason, jr.	Purser	4,298 29	-----	Labor, freight, &c.

ABSTRACT—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
693	1855. Novem'r 28	McK. Buchanan	Purser	\$2, 215 87	-----	Pilotage, boat-hire, &c.
694	29	J. H. Watmough	do	6, 695 96	-----	Travel, postage, pilotage, &c.
696	December 3	A. Greenleaf	Navy agent	17, 007 72	-----	Stationery, commissions, advertising, &c.
697	5	J. A. Semple	Purser	118 85	-----	Postage, travel, &c.
698	6	R. P. Ashe	Navy agent	32, 279 23	-----	Commissions, labor, freight, &c.
700	6	H. Bridge	Purser	257 05	-----	Travel.
702	11	Baring Brothers & Co	Navy agent	3, 709 53	-----	Difference of exchange, postage, &c.
703	14	L. A. Williams	Assistant engineer	274 95	-----	Travel.
705	18	J. G. Harris	Purser	4 65	-----	Postage.
708	21	A. E. Watson	do	43 18	-----	Apprehension of deserters and postage.
709	22	J. H. Briscoe	Navy agent	1, 418 52	-----	Travel, stationery, postage, &c.
713	26	J. F. Steele	Purser	6 42	-----	Postage and recovering boat.
716	29	R. Pettit	do	11, 442 38	-----	Pilotage, travel, and postage.
718	31	A. Day	Navy agent	18, 594 96	-----	Commissions, freight, &c.
722	31	J. Y. Mason	Purser	1, 265 58	-----	Labor, pilotage, &c.
723	1856. January 4	F. B. Stockton	do	676 84	-----	Pilotage, &c.
726	12	N. Moses	Navy agent	18, 208 50	-----	Freight, commissions, and lumber.
730	17	E. T. Dunn	Purser	3, 751 76	-----	Stationery, freight, &c.
728	17	A. A. Nicholson	Quartermaster	-----	\$5, 673 09	Quarters, advertising, &c.
736	22	J. H. Briscoe	Navy agent	5, 747 78	-----	Commissions, postage, advertising, &c.
739	24	G. F. Sawyer	Purser	27 00	-----	Storekeeper's laborers.
741	26	B. D. Heriot	Navy agent	5, 876 51	-----	Commissions, materials, &c.
742	26	E. D. Reynolds	Purser	120 99	-----	Transportation of specie.
744	26	W. Green	Commander	2, 292 00	-----	Demurrage, arrest of deserters, &c.
745	30	E. McCall	Navy agent	7, 903 71	-----	Shipping dollars, postage, &c.
746	30	W. W. Kelly	Purser	170 00	-----	Litterage and pilotage.
748	6	F. B. Renshaw	Timber agent	373 22	-----	Travel.
750	7	J. Boyle	Lieutenant	1, 126 95	-----	Pilotage, boat-hire, &c.

751	8	G. Loyall	Navy agent	4, 029	30	Freight, commissions, &c.
754	8	J. P. Abbott	Purser	1, 712	26	Storage of goods, travel of seamen, &c.
755	9	T. B. Nalle	do	9, 947	25	Labor, stationery, postage, &c.
760	16	L. D. Slamm	do	8, 362	57	Labor, apprehension of deserters, stationery, &c.
769	22	W. Anderson	Navy agent	9, 239	59	Commissions, freight, &c.
775	25	E. D. Reynolds	Purser	214	28	Transportation of specie.
776	26	S. Ramsey	do	1, 488	27	Labor, freight, apprehension of deserters, &c.
778	27	B. F. Shattuck	Lieutenant	143	00	Travel.
782	5	J. Smith	Navy agent	27, 862	56	Freight, labor, commissions, &c.
784	6	L. C. Startori	Lieutenant	153	00	Travel.
785	7	F. Stanley	do	1, 467	06	Pilotage, labor, &c.
786	7	J. G. Harris	Purser	13, 637	84	Labor, postage, apprehension of deserters.
788	10	H. J. Hartsteen	Lieutenant	25	75	Postage, &c.
789	11	G. Loyall	Navy agent	10, 021	60	Travel, freight, advertising, &c.
790	12	F. Young	Lieutenant	247	28	Travel.
791	13	H. T. Hurlbert	Purser	751	34	Travel, stationery, &c.
792	13	J. Mc McIntosh	Captain	43	75	Wood, postage, &c.
793	13	E. T. Spedden	Lieutenant	247	28	Travel.
801	15	H. T. Hulbert	Navy agent	4, 844	60	Commissions, advertising, &c.
805	18	E. C. Doran	Purser	163	00	Postage, &c.
807	18	do	do	55	69	Do.
808	19	B. D. Heriot	Navy agent	631	41	Freight, travel, &c.
810	22	J. Stoddard	Commander	196	00	Travel.
811	22	E. P. McCrea	Master	2	7	Do.
812	24	W. Anderson	Navy agent	7, 402	42	Commissions, travel, &c.
813	26	A. E. Watson	Purser	3, 611	72	Labor, apprehension of deserters, &c.
814	27	J. H. Briscoe	Navy agent	20	00	Apprehension of deserters.
816	29	E. C. Doran	Purser	61	60	Apprehension of deserters, postage, &c.
820	2	J. D. Johnson	Lieutenant	23, 757	91	Freight, pilotage, &c.
827	10	N. Moses	Navy agent	3, 836	77	Labor, travel, stationery, &c.
830	12	J. B. Rittenhouse	Purser	4	50	Postage.
832	12	J. Y. Mason, jr	do	12, 169	77	Labor, pilotage, freight, &c.
836	15	J. F. Steele	do	39	65	Apprehension fees, postage, &c.
837	15	W. H. Ward	Master	195	23	Travel.
840	17	R. P. Ashe	Navy agent	12, 097	22	Commissions, clerk-hire, pilotage, &c.
847	21	J. M. Brooks	Lieutenant	326	10	Travel.
849	23	L. D. Slamm	Purser	7, 365	84	Labor, stationery, postage, &c.
861	26	L. T. Chatard	Captain's clerk	97	25	Travel.
862	28	B. F. Gallaher	Purser	1, 401	26	Travel, postage, pilotage, &c.

March

ABSTRACT—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
863	1856. April	G. F. Lindsay	Quartermaster	-----	\$9,789 16	Quarters, postage, lumber, &c.
866	May	A. A. Nicholson	Late quartermaster	-----	5,206 38	Do.
870		J. V. B. Bleeker	Purser	\$1,046 91	-----	Pilotage, boat-hire, &c.
871		A. E. Watson	do	3,283 69	-----	Labor, lumber, postage, &c.
873		C. Price	Commander	223 96	-----	Travel.
879		H. G. S. Key	Acting purser	10 00	-----	Apprehension of deserter.
883		C. Swackhamer	Navy agent	12,385 24	-----	Commissions, freight, &c.
885		G. F. Lindsay	Quartermaster	-----	5,302 76	Quarters, postage, &c.
886		J. F. Steele	Purser	35 56	-----	Apprehension fees, postage, &c.
888		W. Anderson	Navy agent	8,920 38	-----	Advertising, travel, &c.
889		G. H. Ritchie	Purser	4,248 35	-----	Pilotage, boat-hire, &c.
891		J. Y. Mason, jr	do	11,716 81	-----	Labor, materials, postage, &c.
901		E. C. Doran	do	54 65	-----	Travel.
906	June	A. Greenleaf	Navy agent	6,104 14	-----	Commissions, freight, &c.
908		J. C. Hunter	Purser	2,198 59	-----	Boat-hire, pilotage, labor, &c.
909		J. G. Harris	do	13,963 69	-----	Labor of mechanics, freight, &c.
921		N. Moses	Navy agent	4,218 39	-----	Commissions, advertising, travel, &c.
922		B. D. Heriot	do	589 45	-----	Pilotage, stationery, and travel.
927		E. D. Reynolds	Purser	462 48	-----	Pilotage, postage, &c.
928		T. B. Nalle	do	18,787 02	-----	Labor of mechanics, &c.
929		E. C. Doran	do	41 43	-----	Travel.
937		B. F. Gallaher	do	5,476 46	-----	Travel, freight, postage, &c.
				686,756 41	31,674 74	

A. O. DAYTON.

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 1, 1856.

SIR: Since my last annual report the post offices have been increased 1,155, and numbered on the 30th June last 25,565. Three hundred and thirty-nine of the postmasters were appointed by the President, by and with the advice and consent of the Senate, the yearly commissions exceeding \$1,000. On the 30th June, 1852, the number of post offices in the United States was 20,901, showing an increase in the last four years of 4,664.

On the 30th June last there were in operation 7,972 mail routes. The number of contractors was 6,372. The length of these routes is estimated at 239,642 miles, divided as follows, viz:

20,323	miles of railroad,
14,951	“ “ steamboat,
50,453	“ “ coach,
153,915	“ “ inferior grades.

The total annual transportation of mails was 71,307,897 miles, costing \$6,035,474, and divided as follows:

21,809,296 miles by railroad, at \$2,310,389—about ten cents and six mills a mile.

4,240,170 miles by steamboat, at \$860,755—about twenty cents and three mills a mile.

19,114,991 miles by coach, at \$1,329,356—about seven cents a mile.

26,143,440 miles by modes not specified, at \$1,534,974—five and seven-eighths cents a mile.

Compared with the service of June 30, 1855, there is an addition of 11,734 miles to the length of mail routes, 3,906,731 miles to the total annual transportation, being about $5\frac{8}{10}$ per cent.; and of \$690,236 to the cost, or $12\frac{4}{10}$ per cent.

The aggregate length of railroad routes has been increased 1,990 miles, and the annual transportation thereon 2,606,827, about $13\frac{1}{2}$ per cent., at a cost of \$237,300, or $11\frac{4}{10}$ per cent.

The length of steamboat routes has been increased 332 miles, and the cost \$235,250, although the annual transportation is less by 219,657 miles. This resulted mainly from putting in operation in January last a daily route between New Orleans and Cairo, Illinois, 1,075 miles, at a cost of \$329,000 per annum. But for this route, there would now appear a diminution of steamboat service, amounting to

743 miles in length of routes, 1,002,257 in annual transportation, and \$93,750 in cost.

The addition to the length of coach routes has been 1,250 miles, to the annual transportation 255,873 miles, and to the cost \$113,377, or $9\frac{3}{10}$ per cent.

The additional length of inferior routes is 8,162 miles, annual transportation 1,263,688 miles; cost \$104,309, or about 5 per cent. in transportation and $7\frac{3}{10}$ per cent. in cost.

The portions of additional service in California are 706 miles in length of routes, and 135,274 miles in transportation, costing \$8,223.

In Oregon no material change has taken place; and no alterations or additions have been made to the service stated in my annual report of 1855 in New Mexico and Utah.

In Nebraska and Kansas 2,238 miles have been added to the length of routes, and 250,470 miles to the annual transportation, at a cost of \$33,843. The whole service in these Territories now stands thus, viz:

Length of coach routes 964 miles; annual transportation thereon 115,648 miles; cost \$17,880, about $15\frac{1}{2}$ cents a mile.

Length of inferior routes 2,152 miles; annual transportation 210,186 miles; cost \$20,275, about 9 cents and six mills a mile.

The total length is 3,116 miles; total transportation 325,834; and the cost \$38,155.

The following table shows the extension of railroad service during the year, separately, in five groups of States, viz:

Additional.	Length of routes.	Miles of an- nual trans- portation.	Cost.
	<i>Miles.</i>		
New England and New York.....	150	262,863	\$16,940
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	327	425,743	23,865
Virginia, North Carolina, South Carolina, and Georgia...	168	396,804	67,911
Michigan, Indiana, Illinois, and Wisconsin.....	862	1,045,496	82,575
Kentucky, Tennessee, Alabama, Mississippi, and Loui- siana.....	483	475,921	46,009
Total.....	1,990	2,606,827	237,300

The railroad service within the last four years has increased at a very rapid rate, showing the growth of our country and the enterprise of its citizens. On the 1st of July, 1842, the total length of railroad routes was 3,091 miles, and the cost of service was \$432,568. On the 1st of July, 1852, the number of miles on which the mail was conveyed on railroad amounted to 10,146, costing \$1,275,520; making an increase of 7,055 miles in ten years, at an additional cost of \$842,952. Between the 1st July, 1852, and 1st July, 1856, the railroad service was increased 10,177 miles, exhibiting the fact that within that time this description of service has been more than doubled.

The table below shows the length of railroad routes, and cost of mail service thereon, at the end of each fiscal year, from 1852 to 1856, inclusive.

Year.	Miles.	Cost.
1852.....	10,146	\$1,275,520
1853.....	12,415	1,601,329
1854.....	14,659	1,786,453
1855.....	18,333	2,073,089
1856.....	20,323	2,310,389

On the 1st of December, 1856, the railroad service had increased to 21,310 miles, and the total cost for this service at that date amounted to \$2,403,747.

Within the same period, the service on horseback, and by modes not specified in the contracts, was increased 16,862 miles in length of routes, and 5,292,819 miles in annual transportation. The coach service, taken off in some localities, owing to the construction of railroads, has been given to other States and Territories, or other parts of the same State, as their growing population, and consequent increase of mail matter, demanded; so that, notwithstanding the great extension of railroads, the coach service has been reduced but 202 miles. The steamboat service has been decreased 1,479 miles.

The average cost of railroad service in 1852, estimated on the length of routes one way, was \$125 71 a mile; in 1856, \$101 45 a mile, being a decrease of \$24 26 a mile. For other modes of conveyance, the average rate of pay has largely advanced during the same period, owing to causes beyond the power of the department to control.

The lettings of new contracts for the term commencing 1st July last, embraced the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

The following table shows the new service as in operation on the 30th September:

Conveyance.	Miles in length	Miles of annual transportation.	Cost.
Railroad	5,298	5,607,177	\$690,526
Steamboat.....	254	115,128	10,125
Coach.....	9,163	4,025,362	202,592
Inferior modes.....	18,056	3,845,790	223,557
Total.....	32,771	13,503,457	1,126,800

Compared with the service on 30th June last, there is an aggregate decrease of 229 miles in the length of routes; but an increase of 636,554 miles in the annual transportation, and \$126,116 in cost, divided as follows:

States.	Additional miles of transporta- tion.	Additional cost.
New Jersey.....	.....	\$8,799
Pennsylvania.....	220,953	51,906
Delaware.....	53,560	3,329
Maryland.....	.....	8,747
Ohio.....	405,283	53,335

In New Jersey the transportation is reduced 40,156 miles, and in Maryland 2,186 miles, although the expense is increased.

On the 30th June last there were in service 360 route agents, at a compensation of \$265,429 ; 34 local agents, at \$21,758 ; and 1,108 mail messengers, at \$127,251 ; making a total of \$414,438. This amount, with the increased cost of the new service commencing 1st July last, (\$126,116,) added to the cost of service as in operation on the 30th June last, (\$6,035,474,) makes the total amount for the current year \$6,576,028. This is independent of the cost of ocean mail service.

The Panama Railroad Company has been paid for transportation of the mails across the isthmus during the fiscal year ending June 30, 1856, the sum of \$141,308 16. For the first quarter of the present fiscal year they received \$44,659 34. At the last session of Congress I took occasion to call your attention to the large sums paid the company for this service, and transmitted to you the correspondence which had taken place between the department and the company, in relation to a proposed reduction in their charges. This report was laid by you before Congress, but no definite action was had thereon. In referring again to this subject, it will be necessary for me simply to repeat the reasons stated in my correspondence with the company and in my letter to you of April 16, 1856. Prior to December 1, 1851, the mails were conveyed across the isthmus under an arrangement with the New Granadian government, and the average rate paid for transportation, including the expense of route agents, in crossing the isthmus, was a fraction over seventeen cents a pound. In October, 1851, a temporary arrangement was made with the Panama company by which they were allowed twenty-two cents a pound, the maximum rate authorized by law. At this time the amount of mail matter transported was comparatively small, and the service was performed partly by canoes and partly by mules. The greater the amount of mail matter carried, the greater would be the cost of transportation, and it therefore seemed to be but just to pay according to weight. No attempt was made to reduce the price, although the cost of the service had increased from \$40,387 in September, 1851, to \$119,727 in September, 1854, until the railroad was completed, and the company had published their tariff of rates. Ten cents per pound was to be their charge on express freight for passenger trains, as well as for the "baggage of passengers;" but as the company alleged that this did not include the expense and responsibility of putting the goods on board of the steamers, or their conveyance from ship to shore, in which case their charge was fifteen cents

a pound, I concluded not only to allow them that price, but, in view of the importance of the work, and wishing to deal with them in a liberal spirit, fixed the compensation at eighteen cents a pound. As announced in my last report, the company refused to acquiesce in that decision, but were paid at that rate until the 24th December, 1855. In April following, the difficulties in Nicaragua had closed the route through that state, which made it impossible for me to have the mails of the United States conveyed by any other route than via Panama, and I was then notified that unless the department should give them twenty-two cents a pound in the future, and pay them the amount (\$18,093 88) withheld by my order, reducing the price to eighteen cents a pound, the mails of the United States should not be taken across the isthmus. In view of the financial troubles and probable bankruptcies which a discontinuance of the mail service would have caused to hundreds, if not thousands of our citizens on both our Atlantic and Pacific coasts, I was compelled to submit to what I considered a gross imposition, and the order of the department reducing the rate was rescinded, and the company have continued to be paid at the rate of twenty-two cents a pound up to this time. The Panama railroad is forty-eight miles in length, and in its construction and equipments cost, it is said, eight millions of dollars. The service performed is twice a month each way. To show the exorbitancy of the demand made by the company, it will only be necessary for me to refer to one of the railroads in the United States, which receives an adequate compensation for the services rendered the department; and a like reference could be made to the compensation received by other railroads, with a similar result. The New York and Erie railroad is 460 miles in length, and cost over thirty-one millions of dollars. The service performed is nineteen trips a week, for which they receive \$92,000 a year. The Panama company, with a road costing about one-fourth as much as the New York and Erie, performing but a tithe of the service, received the last year, \$49,083 36 more compensation, and for the present year are likely to receive an amount nearly double that paid to the latter company. Viewing this as an attempt to draw from the treasury more than was properly due, it ought, in my opinion, to be promptly rebuked; and I would, therefore, recommend the immediate passage of a law limiting the compensation to a sum not exceeding \$50,000 per annum. This would be a liberal and just remuneration for all the services rendered to the government.

In my previous reports, I have referred to the necessity for increased mail facilities between our Atlantic and Pacific coasts. The great and increasing trade and correspondence between these important points demand a weekly service, and I would ask that power be conferred on the department to enter into a contract to convey the mails twice a month, alternating with the line via Panama, by the route via Nicaragua or Tehuantepec, at a sum not exceeding two hundred thousand dollars a year.

The expenditures of the department for the past fiscal year amounted to \$10,405,286 36, viz:

For compensation to postmasters.....	\$2,102,890 78
For ship, steamboat, and way letters.....	17,612 67

For transportation of the mails.....	\$6,765,639 42
For wrapping paper.....	31,627 14
For office furniture.....	5,290 33
For advertising.....	64,603 53
For mail bags.....	48,915 64
For blanks.....	48,563 94
For mail locks, keys, and stamps.....	11,686 76
For mail depredations, and special agents.....	63,501 77
For clerks for offices.....	758,080 80
For postage stamps.....	26,704 77
For stamped envelopes.....	64,685 84
For payment to letter-carriers.....	162,915 59
For miscellaneous payments.....	200,080 40
For balances due to Bremen.....	8,638 27
For balances due to Great Britain.....	23,848 71
	10,405,286 36

The gross revenue of the department from all sources, in the past fiscal year, was \$6,920,821 66, viz:

Letter postage.....	\$1,754,766 96
Registered letters.....	31,466 60
Stamps sold.....	4,235,445 49
Newspapers and pamphlets.....	632,745 49
Fines.....	70 00
Emoluments returned.....	74,800 03
Letter-carriers.....	162,915 59
Dead letters.....	8,383 50
Extra compensation to postmasters overcharged.....	14,714 96
Miscellaneous receipts.....	5,513 04
	6,920,821 66

If to the gross revenue, derived from postages and the other sources embraced in the foregoing statement, be added the permanent annual appropriation of \$700,000, granted by the acts of March 3, 1847, and March 3, 1851, for mail services rendered to the government, in the transportation and delivery of free matter, the entire revenue of the year 1856 will amount to \$7,620,821 66. The expenditures of the year, as before stated, were \$10,405,286 36, to which is to be added the sum of \$3,194 78, for accounts closed by "bad" and "compromised debts," less \$612 96 for the amount of credit balances closed by "suspense account," leaving the whole expenditure of the year, as stated by the Auditor, \$10,407,868 18. Hence it appears that the excess of expenditures over the gross revenue of the year was \$2,787,046 52.

The "act to reduce and modify the rates of postage and for other purposes," approved March 3, 1851, went into operation on the 1st July, 1851. By this act the 5 and 10 cent rates for inland letters, established by the act of 1845, were reduced to 3 cents prepaid, and 5 cents unpaid, for any distance under three thousand miles, and double

for distances over three thousand miles within the United States. These rates continued until the 1st April, 1855, when the law requiring prepayment of inland letters took effect, and established the present rates of 3 and 10 cents prepaid. In the fiscal year which ended June 30, 1852—the first after the adoption of the reduced rates—the revenue was diminished about 22 per cent.; and for the period of four years, terminating on the 30th June, 1856, the average annual increase of revenue from letter postage and stamps sold, was only $9\frac{3}{10}\%$ per cent., nearly four per cent. of which average was derived from the extraordinary increase in 1854, which exceeded the previous year $21\frac{2}{10}\%$ per cent. In 1853, 1855 and 1856, the business of the country was neither seriously depressed nor embarrassed, and yet the average increase in these years was less than $5\frac{1}{2}\%$ per cent.; from which it is fair to conclude that low rates of postage have ceased to stimulate the correspondence of the country.

It is estimated that the expenditures for the year 1857 will amount to \$10,658,678, viz:

For transportation of the mails, foreign and inland, and for local agents, route agents, and mail messengers.....	\$6,675,000 00
For compensation to postmasters ; ship, steamboat and way letters ; wrapping paper, office furniture, advertising ; mail-bags, blanks, mail locks, keys and stamps ; mail depredations and special agents ; clerks for offices, postage stamps, and stamped envelopes..	3,508,500 00
For various expenses incidental to the service.....	100,000 00
For balances payable to foreign countries on postal accounts	210,178 00
For letter-carriers	165,000 00
	10,658,678 00

The means available for the year 1857 are estimated at \$9,991,794 78, viz:

Balance to the credit of the revenue account on the 30th June, 1856, as stated by the Auditor.....	\$789,599 78
Deduct for unavailable balances and suspended credit, about	200,000 00
Probable available balance.....	589,599 78
Gross revenue for 1857, estimated at.....	7,339,695 00
Appropriations applicable to 1857, remaining in the treasury undrawn.....	2,062,500 00
	9,991,794 78
Estimated deficiency in 1857, to be provided by Congress	666,883 22

If the permanent annual appropriation of \$700,000, granted by Congress for services rendered to the government in the transmission and distribution of free matter, be embraced in the revenue of each year, the annual excess of expenditure over revenue for four years past will be as follows, viz:

Excess of expenditure year ending June 30, 1853.....	\$2,042,364 67
Excess of expenditure year ending June 30, 1854.....	1,666,224 82
Excess of expenditure year ending June 30, 1855.....	2,626,856 15
Excess of expenditure year ending June 30, 1856.....	2,787,046 52

The deficiency in 1853 was, as above stated, \$2,042,364 67. When I came into the administration of the department, in March, 1853, the liabilities of the year had been chiefly incurred, and, of course, existing engagements were fully met. In the following year the department was enabled, by the practice of a proper economy and by the increase of its revenue, to enlarge its expenditures where the public service required it, and at the same time considerably to reduce the deficiency. But in the year 1855 the increase of revenue was small, and the additional burdens thrown upon the department were very large. These were noticed in detail in my annual report of that year, but I deem it expedient again to refer to them. A considerable item of increase arose from the grant of larger commissions to postmasters by the act of June 22, 1854, which amounted to about \$316,498 31; to which are to be added various grants to mail contractors, amounting to \$56,606 22, and other items, forming an aggregate increase of \$442,264 09 in the deficiency of 1855. The deficiency of 1856 is in like manner enlarged by the operation of the act of June 22, 1854, granting increased commissions to postmasters, by the greater cost of the mail service on the Mississippi river, and by the rapid extension of the service generally. The additional compensation to postmasters in 1856, under the act mentioned, alone amounts to not less than \$330,000; and without regarding the immense increase of service throughout the country since the year 1853, it will be seen that if the additional compensation allowed to postmasters alone be deducted from the expenditures, the whole deficiency of the year will not exceed that of 1853 more than \$414,000.

While the deficiency has been thus augmented, the increase of service has been very great. During this period the railroad service was increased 7,908 miles in length of routes, at a cost of \$709,060. The increase of service, by modes not specified, in the different sections of the Union, in the same period, amounted to 19,722 miles in length of routes, and 5,252,944 in annual transportation, the additional cost of which was \$479,661. There was a reduction in coach and steamboat service, owing chiefly to the construction of railroads, but much higher prices had to be paid under the new lettings; and although the tables show a decrease of 5,731 miles, in both descriptions of service, during the three years, the increased cost amounted to \$350,785.

In my last annual report, in referring to the deficiency in the post office revenue, I expressed my regret that Congress had not abolished the franking privilege when they passed the act of 3d of March, 1851, reducing the rates of postage. The experience of the last year has

satisfied me more fully that this privilege should be speedily abolished. For months during this year, free matter by the ton passed through the mails into every part of the United States, interfering greatly with the regular transmission of the correspondence of the country. When this free matter passes from the railroads, it is almost impracticable to forward it by the ordinary conveyances. The evil is yearly increasing, detracting largely from the revenues of the department and impairing its efficiency.

By the act of 1825 the revenue of the Post Office Department was entirely in the control of the Postmaster General, the objects of expenditure being generally left to his discretion, and he was simply required to pay all the expenses. The extension of the postal system over our rapidly growing country required a more thorough organization, which was effected by the act of July, 1836. That act required "specific estimates" to be submitted at each session of Congress; and when an appropriation was made, it was limited to the aggregate sum of those estimates, and there was no authority to exceed them. The appropriation was made out of the revenues of the Post Office Department, the theory being that the department should sustain itself. The beneficial effects of this act, intended to secure a system of rigid accountability, have been impaired by various causes. After estimates have been submitted, additional service, involving large expenditures, has been required by law, without any additional appropriation. The railroad service, which has been rapidly extended in every section of the country, though much more advantageous, is far more expensive than the old modes of service, and the increased revenue arising therefrom has not been in proportion to the increased outlay. The reduced rates of postage having largely reduced the revenue, it has not been possible to confine the expenditures of the department within its income, and the Postmaster General has been compelled to apply to Congress annually to appropriate the deficiency from the general treasury. These causes have removed in effect the salutary restraints imposed by the act of 1836, and left the head of this department, in a great degree, uncontrolled in his expenditures. This state of things should not continue. The laws should be so framed as to produce a sufficient amount of revenue to defray all proper expenditures. If my views regarding the abolition of the franking privilege—a measure which would greatly reduce the expenses of the department—be not adopted by Congress, I would recommend the passage of a law enabling the department to charge the ordinary rates of postage on letters and printed matter which now pass free through the mails. If, in addition to this, the clause in the act of the 30th August, 1852, allowing a deduction of fifty per cent. on newspapers and periodicals, when paid quarterly or yearly in advance, be abolished, as recommended in my last two annual reports, and the department be relieved from the expense of ocean mail steamships and isthmus service, it would, with a proper economy, soon sustain itself. The power of the head of this department over the treasury would then be confined within proper limits, and the accountability contemplated by the act of 1836 again established.

The operation of the act which went into effect 1st April, 1855, re-

quiring prepayment of postage on letters from one point to another within the United States, has proved generally very satisfactory. Without alluding to other advantages, it affords the only sure means of guarding the department against loss from fraud or carelessness; and I beg to renew my former recommendation for the passage of an act making prepayment also compulsory on all transient printed matter.

By the act of 3d of March, 1845, the Postmaster General is authorized, under the restrictions and provisions of the existing laws, to contract for the transportation of the mails of the United States between any of the ports of the United States and a port or ports of any foreign power whenever, in his opinion, the public interest will thereby be promoted. It is made his duty to report to the next ensuing Congress a copy of each of these contracts, with a statement of the amount of postage derived under the same. These contracts must be made with citizens of the United States, the mail carried in American vessels by American citizens, and the contracts may be made for a term not exceeding ten years, and must contain stipulations reserving the right to the two houses of Congress to terminate them at any time by a joint resolution. The power given by this act is one under which large expenditures involving millions could be created, but neither of my predecessors nor myself has ever used the authority thus given. Believing that Congress should reserve to itself the right to say to how many and to what foreign ports the mails of the United States should be transported, and the amount of money which should be expended for that purpose, I would recommend the repeal of so much of this act as confers this great power on the Postmaster General.

The contract for the lines between New York and Bremen, and New York and Southampton and Havre, will expire on the first of June, 1857. For the most part the service has been performed to the satisfaction of the department. If this service is to be continued, the department should at once be authorized to advertise, or to take such other steps as may be deemed wise and expedient by Congress to secure that object. The present contractors state that they are prepared to build other and swifter ships than those now on their lines; provided their contract be renewed; and if the service is to go into other hands, the new contractors should have ample time given them by which they may be enabled to commence the new service immediately on the expiration of the present contract. In relation to these mail lines to foreign ports, I may be permitted to observe, that if the present system is to be continued of sustaining them, in whole or in part, out of the funds of the general treasury, no reason is perceived why one port of the United States should be preferred to the exclusion of others. From the port of New York there now run four lines, embracing the branch from New Orleans to Havana, which receive from the treasury the yearly sum of one million four hundred and ninety-eight thousand dollars, and appropriations continue to be asked for other lines running from the same port. The establishment of steam lines from any port adds considerably to its trade and importance, and the advantages arising therefrom should be distributed equally, as far as practicable, among the different States of the Union.

General regularity has been observed on all the United States mail steamship lines, except between New Orleans and Vera Cruz, and New Orleans and Aspinwall. On the line to Vera Cruz the service has never come up to the requirements of the contract—only two trips monthly, instead of three, having been performed, omitting Tampico; and from the 16th August to 14th October last, the service by steamer was entirely suspended. For these delinquencies suitable deductions have been made. The most serious complaints have arisen from the repeated failures of the New Orleans mail to connect with the New York and Pacific line at the isthmus of Panama. No less than thirteen of these failures, either outward or inward, have occurred since the 20th of June, 1855. Some of these, it is alleged, have been occasioned by accidents to the steamers, and others from other causes beyond the control of the company. Many more failures have occurred since the contractors have run via Havana than when the service was direct between New Orleans and Aspinwall. From July, 1852, to September, 1854, the mails were conveyed direct; but by their contract the company stipulated only to run from New York and New Orleans to Havana, thence by one line to Aspinwall, and the department cannot compel them to keep up the direct service. Every means, however, within the power of the department, has been, and will continue to be, employed to enforce regularity, and it is hoped there will be no further cause of complaint.

I regret that the differences hitherto preventing the conclusion of a postal convention with France are still unadjusted. The hope was entertained that as this department had yielded to the desire of the French government, as regards the adoption of the quarter-ounce scale for letters, an arrangement would, before this, have been consummated and in successful operation. The terms offered on the part of the United States are certainly liberal, and there appears to be no good reason why they may not be accepted. It was with reluctance, however, that consent, on our part, was given to the quarter-ounce scale, since the half-ounce for single letters is the scale observed with us, and in all our postal arrangements with foreign countries; and looking to a cheap, simple, and, as far as practicable, uniform system of postage, which, it is hoped, may before long be arranged for international correspondence throughout the civilized world, it would be an important point gained were the French government to assent to the half-ounce scale. The French government having made provision for the transit conveyance through England of books, pamphlets, newspapers, magazines, and other printed matter from the United States addressed to France, Algeria, or cities of Turkey, Syria, and Egypt, where France has postal arrangements, on application of the French director general of posts, in the month of March last, instructions were issued from this department authorizing the transmission, via England, of all such printed matter on prepayment of the same rates of United States postage as are chargeable thereon when despatched to France direct.

A proposition has been received from the British post office for a reduction of the postage between the United States and Great Britain from 24 to 12 cents the single letter. In answer, this department has indicated a willingness to agree to this proposal, provided the

transit charge on mails passing through England from and to the United States is reduced to 12½ cents an ounce, the price paid by that government for the conveyance of the British and Canada mails through the United States. This department has been for years endeavoring to have an abatement made in this transit charge, which is considered excessive; and in the present instance the condition was rendered necessary, inasmuch as a reduction on United States and British correspondence will involve also a reduction of the sea-postage on the United States and continental closed mails, the effect of which would be greatly to reduce the receipts from the United States mail steamship lines, unless there is a corresponding reduction in the British transit tax, so that by lower rates correspondence would be increased sufficiently to prevent loss. So far as Great Britain is concerned, in the event of a reduction simply in the Atlantic postage, it is not likely she would suffer any serious diminution of her postal revenues, since she would doubtless be compensated for any loss on that account by the increased amount of transit postage she would realize under such an arrangement. This condition was moreover coupled with an offer, on the part of this department, to have the transit price for all closed mails in both countries fixed at the uniform rate of 12½ cents an ounce—a concession which would secure to the British and California and West India closed mails the right of transit in some cases at one-half, and in others at only one-quarter the price now charged under the treaty. I was the more ready to make this concession, first, because I regard it as of the highest importance that the correspondence between this country and Europe should be relieved from the onerous tax to which it is now subjected, in order that the people on both sides of the Atlantic, in their social and business intercourse, may be as little trammelled as possible; and, second, because it is likewise very desirable, as well in foreign as in domestic postal arrangements, that simplicity and uniformity should be observed.

Arrangements have been made between this department and the postal authorities of Great Britain and Canada, providing for the registration of valuable letters transmitted between those countries and the United States. The United States registration fee is five cents, the same as on registered letters destined to any place in this country. (The articles of agreement are annexed.)

Articles of agreement have been drawn and executed on behalf of this department providing for a regular exchange of mails with Holland. The project is favorably regarded by the government of the Netherlands, and assurances have been received leading to the belief that, with a slight modification touching the Belgian transit postage, it will be accepted.

An informal arrangement has been entered into with the free city of Hamburg for an exchange of mails, by means of the direct line of Hamburg steamers plying monthly between that city and New York. The single rate of postage established for letters is ten cents; no mails for places beyond Hamburg being transmitted by this line.

With Mexico no postal convention has yet been concluded, but it is confidently hoped that the pending negotiations on this subject may result in an arrangement mutually advantageous to both countries.

The statistics of the foreign mail service are fully stated in Appendix A, annexed to this report. I will, however, briefly mention some of the principal results in this important branch of the service, as compared with the operations of the fiscal year ended 30th June, 1855.

The aggregate amount of postages, foreign and domestic, on mails transported by the United States mail steamship line, was \$1,035,740 38, which is a decrease of \$24,890 40 from the previous year. The decrease of postages by the Collins line was \$43,117 86; by the Havre line, \$503 51; and by the Charleston and Havana line, \$545 61. By the Bremen line, the postages were increased \$12,593 77; by the New York and California lines, \$6,370 92; and by the New Orleans and Vera Cruz line, \$311 89.

The total amount of letter postages on British mails during the year was \$897,648 70, being a decrease from last year of \$32,048 74. Of this amount, \$601,031 40 was collected in the United States, and \$296,617 30 in Great Britain; showing an excess of \$304,414 10 collected in this country. The unpaid received from Great Britain exceeded the paid received \$155,454 94, and the paid sent from the United States exceeded the unpaid sent \$148,959 16.

The total letter postages on Prussian closed mails was \$299,465 71, which varies but little from the preceding year, when the postages on this class of correspondence amounted to \$299,578 46. The proportion of this postage collected by the United States was, however, largely increased, the excess collected in this country being \$80,388 83. This excess during the previous year was \$29,722 78.

The amount of letter postages on Havre mails was \$16,139 08, all of which was collected in this country. Last year the postages on these mails amounted to \$16,915 92.

A corresponding decrease has also taken place in the amount of correspondence exchanged with Bremen, the total postages being only \$55,789 85, or \$1,874 21 less than the preceding year.

It will thus be observed that the amount of foreign correspondence has not only fallen off very considerably, but the revenue derived therefrom to the United States Post Office has likewise been materially lessened by the largely increased collections made in this country, as compared with any previous year. During the year ending June 30, 1855, the excess of British postages collected by the United States over the total amount of United States postages collected by Great Britain was \$64,820 64. This excess during the last fiscal year was increased to \$84,530 83, notwithstanding the diminished amount of correspondence. Like results are exhibited in respect to the mails exchanged with Prussia and Bremen, showing that under our postal arrangements with those countries, the principle of optional prepayment operates very unequally against the United States, the expenses of collection being chiefly borne by this department, which not only collects its own, but also a very large proportion of the foreign postages, and accounts for the same in full to the foreign offices without receiving any compensatory benefit in return.

The gross amount of United States postages on mails conveyed during the year by the Collins line was \$415,867 44; by the Bremen line, \$128,937 64; and by the Havre line, \$88,483 99. Deducting the

United States inland postages on these mails, the net revenue from ocean postages by the Collins line was \$339,749 14 ; by the Bremen line, \$86,492 88 ; and by the Havre line, \$71,882 10.

The general results of the foreign mail service during the year, as exhibited in the appendix, will be found, on comparison, not to vary materially in other respects from those of the fiscal year ending June 30, 1855.

Notwithstanding the unusual extension of mail facilities, and the increase of railroad service, the number and cost of mail-bags have been very considerably diminished. The reduction in this item of expense amounts to \$14,512 75, or thirty-one per cent. less than the expenditure incurred for this article in the preceding year. Measures which have been adopted to check abuses, and secure increased vigilance and accountability in respect to this species of public property, as well as improvements which have been introduced in the system of bagging and distribution, are believed to be the principal circumstances which have tended to produce this favorable result.

A report will be presented to Congress containing a specific statement of the fines imposed and deductions made from the pay of the contractors for failures and other irregularities which have occurred in the conveyance of the mails during the year. It will be seen that these fines and deductions have amounted to the sum of \$162,740 05. During the previous year they amounted to \$124,530 68.

On the passage of the Post Office appropriation bill at the last session of Congress, the following amendment was inserted and became a law: "*And be it further enacted*, That the First Comptroller of the Treasury be, and he is hereby, required to adjust the damages due to Edward H. Carmick and Albert C. Ramsey, on account of the abrogation by the Postmaster General of their contract to carry the mail on the Vera Cruz, Acapulco, and San Francisco route, dated the 15th of February, 1853 ; to adjudge and award to them, according to the principles of law, equity, and justice, the amount so found due. And the Secretary of the Treasury is hereby required to pay the same to the said Carmick and Ramsey, out of any money in the treasury not otherwise appropriated." I append to this report copies of the correspondence on file in the department on this subject. From this it will be seen that the contract was simply a conditional one, to have no force or validity unless it met with the sanction of Congress. In order to enable the projectors of the route to show that it was practicable, and that the mail could be carried within the time stipulated in the contract, and thus to recommend its adoption by Congress, on their application, my predecessor, under date of 7th March, 1853, authorized the postmasters of New Orleans, San Francisco, Monterey, and San Diego, "to make up and send mails by the Vera Cruz and Acapulco line, when the said communication is open and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853." In communicating to the contractors this authority to the postmasters, he informed them that it was given "with the express understanding that neither this department nor the government was to be in any way holden for any expenses attending such service ; but, as provided in the contract, it is left to Congress to de-

termine whether the contract is to be sanctioned by an appropriation to carry it into effect; the pay, if any, for said service commencing only in accordance with the terms of the contract, namely, from the time Congress should ratify the contract." Thus the matter stood on the 8th of March, 1853. On the 15th June of that year, the department received the letter referred to in my first annual report. If silence had been observed, and the contracting parties had gone on making expenditures without a knowledge that its ratification could not be recommended to Congress, they might have had some pretext for complaint. After a careful consideration of the subject, the conclusion was arrived at that the route was impracticable for mail purposes, and that the contract could not meet my approbation. These being my views, I deemed it but just to the contractors that they should know them, and they were accordingly communicated to them, leaving them to determine whether they would proceed in their endeavors to establish the route and obtain the ratification of the contract by Congress without the aid of the department, or abandon the attempt. Such was the action of the department, and the cause of it, which did not certainly interfere with any of the rights of the contractors. Neither was the order of the Postmaster General of the 7th March, 1853, annulled. The mail to and from San Francisco being a very important one, it was deemed but proper that the head of the department should alone determine whether the contractors had provided the necessary means for its safe transmission; and that this power should not be unreservedly delegated, the postmasters at New Orleans, San Francisco, Monterey, and San Diego were therefore directed, in case the contractors applied to them for a mail, "to report to the department for further instructions." No instructions were ever required by the postmasters, nor was any request made by the contractors to deliver the mails. The only instance in which such request was made, was that contained in the letter of E. H. Carmick of November 12, 1853, in which he asks that an order may be given permitting him, "as one of the contractors, to carry a mail on this route from California, leaving it optional with persons to send by this way, and to designate the same on the letter;" but as it appeared that the contract had gone into other hands, it was not thought that a reply was necessary. In the same spirit, and with a determination not to interfere with the contract, or with anything my predecessor had done, the letter of the 30th November, 1853, to Messrs. Harris and Morgan, was written. Independently, however, of these considerations, there was no obligation, either express or implied, on the part of the department, to aid the contractors in the ratification of their contract by Congress. All the expenses incurred were at the risk of the contractors, voluntarily assumed by them; and if they could have shown that the route was as practicable and expeditious as represented, their contract would no doubt have been confirmed by Congress, and themselves amply indemnified. Their allegations in their letters to the department that the road was equipped, and that they had placed the commercial cities of San Francisco and New Orleans within fifteen days' postal intelligence of each other, could then have been corroborated; and could such have been shown to be

the case, no aid from the department was necessary, and no opposition that could have been made would have prevented the ratification of their contract by Congress, and the passage of an appropriation to carry it into effect.

I have the honor to be, very respectfully, your obedient servant,
JAMES CAMPBELL.

To the PRESIDENT.

A.

The aggregate amount of postages—inland, sea, and foreign—on letters and other mailable matter received and sent by the following United States steamship lines, during the last fiscal year, was:

By Collins line—New York and Liverpool.

On letters	\$440,455 60	
On newspapers.....	21,120 34	
		\$461,575 94

By New York and Bremen line.

On letters.....	\$138,717 52	
On newspapers.....	4,529 00	
		143,246 52

By the New York and Havre line.

On letters.....	\$92,105 43	
On newspapers.....	3,719 60	
		95,825 03

By Charleston and Havana line.

On letters and newspapers.....	6,285 11
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By New York and California lines.

On letters and newspapers.....	322,848 06
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By New Orleans and Vera Cruz line.

On letters and newspapers.....	5,959 72
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Total.....	1,035,740 38
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The total amount of letter postage on British mails, collected in the United States and Great Britain, was \$897,648 70

Collected in the United States.

By Collins line.....	\$255,760 81	
By Cunard line	251,725 12	
By Havre line.....	40,994 39	
By Bremen line.....	52,551 08	
		\$601,031 40

Collected in the United Kingdom.

By Collins line.....	\$109,907 19	
By Cunard line	151,687 96	
By Havre line.....	17,733 96	
By Bremen line.....	17,288 19	
		296,617 30

Excess collected in the United States.....		304,414 10
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Of the amount collected in the United States, there was—

Of unpaid received	\$306,397 12
Of paid sent.....	294,634 28

Of the amount collected in the United Kingdom, there was—

Of unpaid received	145,675 12
Of paid sent.....	150,942 18

The unpaid received in the United States exceeds the unpaid received in the United Kingdom.....	160,722 00
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And the paid sent from the United States also exceeds the paid sent from the United Kingdom.....	143,692 10
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The amount of unpaid received by Cunard line, was	\$149,520 23
Deduct paid received, same line	82,382 62

Excess of unpaid received		67,137 61
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The amount of unpaid received by Collins line, was...	\$119,077 77
Deduct paid received by same line	53,520 04

Excess of unpaid received		65,557 73
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The amount of unpaid received by Havre line, was....	\$17,566 66
Deduct paid received by same line	7,486 28

Excess of unpaid received		10,080 38
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The amount of unpaid received by Bremen line, was...	\$20,232 46
Deduct paid received by same line	7,553 24
Excess of unpaid received	<u>12,679 22</u>
Total excess of unpaid over paid received by all the lines	<u>\$155,454 94</u>
The amount of paid sent by Cunard line, was.....	\$102,204 89
Deduct unpaid sent by same line.....	69,305 34
Excess of paid sent.....	<u>32,899 55</u>
The amount of paid sent by Collins line, was.....	\$136,683 04
Deduct unpaid sent by same line	56,387 15
Excess of paid sent.....	<u>80,295 89</u>
The amount of paid sent by Havre line, was.....	\$23,427 73
Deduct unpaid sent by same line.....	10,247 68
Excess of paid sent.....	<u>13,180 05</u>
The amount of paid sent by Bremen line, was.....	\$32,318 62
Deduct unpaid sent by same line.....	9,734 95
Excess of paid sent.....	<u>22,583 67</u>
Total excess of paid over unpaid sent by all the lines	<u>\$148,959 16</u>
The total amount of letter postages on Prussian mails during the year, was.....	<u>\$299,465 71</u>
Amount collected in the United States.....	\$189,927 27
Amount collected in Prussia.....	109,538 44
Excess collected in United States.....	<u>80,388 83</u>
Of the amount collected in the United States, there was—	
Of unpaid received.....	\$98,454 88
Of paid received.....	91,472 39

Of the amount collected in Prussia, there was—

Of unpaid received.....	\$84,223 71
Of paid sent.....	25,314 73

The total amount of paid and unpaid sent from Prussia, was.....	123,769 61
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Conveyed as follows:

By the Cunard line.....	45,217 08
By the Collins line.....	46,623 31
By the Havre line.....	16,500 75
By the Bremen line.....	15,428 47

The total amount of paid and unpaid sent from the United States, was.....	175,696 10
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Conveyed as follows:

By the Cunard line.....	68,829 35
By the Collins line.....	76,705 34
By the Havre line.....	19,183 52
By the Bremen line.....	10,977 89

The total amount of letter postages on Havre mails during the year, was.....	16,139 08
--	-----------

All of which was collected in the United States.

Amount received by Havre line.....	7,633 08
Amount sent by Havre line.....	8,506 00

The total amount of letter postages on Bremen mails, during the year, was.....	\$55,789 85
--	-------------

Amount collected in the United States.....	45,046 41
Amount collected in Bremen.....	10,743 44

Excess collected in United States.....	34,302 97
--	-----------

Of the amount collected in the United States, there was—

Of unpaid received.....	26,941 73
Of paid sent.....	18,104 68

Of the amount collected in Bremen, there was—

Of unpaid received.....	6,538 11
Of paid sent.....	4,205 33

The total amount sent from Bremen, was.....	31,147 06
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The total amount sent from United States, was.....	24,642 79
--	-----------

The entire conveyance having been performed by the United States steamers of the Bremen line.

British postages collected in the United States.

Amount by Cunard line.....	\$251,725 12	
Deduct United States inland postage, $\frac{5}{24}$	52,442 73	
Balance		\$199,282 39
Amount by United States steamers.....	349,306 28	
Deduct United States inland and sea postage, $\frac{21}{24}$	305,643 00	
Balance		43,663 28
Total		242,945 67

United States postages collected by Great Britain.

Amount by Cunard line.....	\$151,687 96	
Deduct British inland and sea, $\frac{3}{24}$	120,086 30	
Balance	31,601 66	
Amount by United States steamers	\$144,929 34	
Deduct British inland, $\frac{19}{24}$	18,116 16	
Balance	126,813 18	
Total		158,414 84
Excess of British postages collected by United States		84,530 83

The revenues derived by the United States, and also by the United States post office, during the year, from each of the trans-Atlantic mail steamship lines, were as follows:

The gross amount of United States postages on mails transported—		
By the Cunard (English) line, was.....	\$99,598 23	
By the Collins line.....	415,867 44	
By the Bremen line.....	128,937 64	
By the Havre line.....	88,483 99	
Total gross revenue.....	732,887 30	

The revenue to the United States post office, deducting disbursements, in commissions paid postmasters, &c., but including the United States inland postages—

From the Collins line	\$314,862 84	
From the Bremen line.....	112,132 32	
From the Havre line	73,821 96	
Total	500,817 12	
Deduct deficit from the Cunard line.....	964 88	
Balance of revenue.....	499,852 24	

The net revenue to the United States post office, deducting commissions, &c., and also the United States inland postages—

From the Collins line, was.....	\$238,744 54
From the Bremen line.....	69,687 56
From the Havre line	57,220 07
Total net revenue by the three United States lines	<u>365,652 17</u>

Statements are annexed showing the revenue derived during the last fiscal year by the United States, and by the United States post office, on the correspondence exchanged with Great Britain, Bremen, and Prussia, respectively, under the existing postal arrangements with each of those countries, as follows:

The amount of postages collected by the United States on <i>British mails</i> , was.....	\$640,113 44
Deducting the amount paid Great Britain, <i>difference on British mails</i> , and commissions to United States postmasters, leaves a revenue to the United States post office, of.....	298,817 01
Deducting, also, the United States inland, the <i>net</i> revenue to the United States post office from ocean postage, was.....	<u>92,499 06</u>
The amount of postages accruing to the United States on <i>Bremen mails</i> , was.....	\$50,447 99
Disbursements in commissions paid postmasters, &c..	16,805 32
Revenue, including United States inland.....	33,642 67
Deduct United States inland.....	<u>25,105 43</u>
Net revenue to United States post office from ocean postage.....	<u>8,537 24</u>
The amount of postages accruing to the United States on <i>Prussian closed mails</i> , was	\$239,496 77
The disbursements by the United States for the conveyance of those mails, including \$71,157 83 paid to Great Britain, and commissions paid to United States postmasters, was.....	223,550 63
Showing a revenue to the Post Office Department of...	<u>15,946 14</u>

The number of letters exchanged between the United States and the United Kingdom in *British mails*, during the year—

By the Cunard line, was.....	1,891,859
By the Collins line.....	1,510,370
By the Bremen line.....	272,580
By the Havre line.....	234,319
Total	<u>3,909,128</u>

The number of newspapers—

By the Cunard line, was	1,533,189
By the Collins line.....	1,172,107
By the Bremen line.....	260,512
By the Havre line.....	230,206

Total	3,196,014
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The number of letters received—

By the Cunard line, was	1,020,415
By the three United States lines	891,142

Total received.....	1,911,557
---------------------	-----------

The number of letters sent—

By the Cunard line, was.....	871,444
By the three United States lines.....	1,126,127

Total sent.....	1,997,571
-----------------	-----------

The number of newspapers received—

By the Cunard line, was.....	742,576
By the three United States lines.....	499,336

Total received.....	1,241,912
---------------------	-----------

The number of newspapers sent—

By the Cunard line, was	790,613
By the three United States lines.....	1,163,489

Total sent.....	1,954,102
-----------------	-----------

The number of letters exchanged between the United States and Bremen, in *Bremen mails*, during the year, was.....

353,195

And the number of newspapers, was.....

23,165

The number of letters received, was.....

192,231

The number sent

160,964

The number of newspapers received, was.....

11,309

The number sent.....

11,856

All conveyed by the United States steamers of the Bremen line.

The number of letters exchanged between the United States and the Kingdom of Prussia, in closed mails, during the year, was—

By the Cunard line.....	372,084
By the three United States lines.....	602,415
Total	974,499

The number of newspapers—

By the Cunard line.....	24,229
By the three United States lines.....	38,902
Total	63,131

The number of letters received—

By the Cunard line, was	147,120
By the three United States lines.....	254,633
Total received.....	401,753

The number of letters sent—

By the Cunard line.....	224,964
By the three United States lines.....	347,782
Total sent	572,746

The number of newspapers received—

By the Cunard line, was	6,515
By the three United States lines.....	15,240
Total received.....	21,755

The number of newspapers sent—

By the Cunard line, was	17,714
By the three United States lines.....	23,662
Total sent.....	41,376

The number, in ounces, of letters received and sent in closed mails, during the year, was as follows:

Prussian closed mails, received—

By the Cunard line	45,876 ounces.
By the three United States lines.....	85,716
Total received.....	131,592

Prussian closed mails, sent—

By the Cunard line.....	71,494 ounces.
By the three United States lines.....	111,722
Total sent.....	<u>183,216</u>

Canada closed mails, received—

By the Cunard line.....	103,330 ounces.
By the three United States lines.....	17,265
Total received.....	<u>120,595</u>

Canada closed mails, sent—

By the Cunard line.....	94,550 ounces.
By the three United States lines.....	36,545
Total sent.....	<u>131,095</u>

California closed mails, received—

By the Cunard line.....	4,804 ounces.
By the three United States lines.....	5,511
By the West India British packets.....	5,109
Total received.....	<u>15,424</u>

California closed mails, sent—

By the Cunard line.....	1,063 ounces.
By the three United States lines.....	3,280
Total sent.....	<u>4,343</u>

Havana closed mails, received—

By the Cunard line.....	4,183 ounces.
By the three United States lines.....	2,472
Total received.....	<u>6,655</u>

The number of letters and newspapers conveyed during the year, was—

	Letters.	Newspapers.
By the New York, New Orleans, Aspinwall, and Pacific mail steamship lines.	2,365,902	3,463,817
By the Charleston and Havana line.....	56,439	44,838
By the New Orleans and Vera Cruz line.....	27,773	11,540
Total.....	<u>2,450,114</u>	<u>3,520,195</u>

The amount of postages collected by the United States, and accounted for to Great Britain, on letters to and from foreign countries, in transit through the United Kingdom, was—

On unpaid letters received.....	\$16,554 55
On paid letters sent.....	9,784 86
On unpaid newspapers received.....	1,024 81
On paid newspapers sent.....	751 76
Total	<u>28,115 98</u>

The amount collected by Great Britain, and accounted for to the United States, on similar matter in transit through the United States, was—

On unpaid letters received.....	\$3,236 86
On paid letters sent.....	855 78
On newspapers in transit.....	8 92
	<u>4,101 56</u>

Excess collected in the United States	<u>24,014 42</u>
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Amount received from Great Britain on dead letters returned to London.....	8,659 90
Amount paid Great Britain on dead letters returned to Washington.....	2,305 39
Amount received on dead letters returned to Prussia.....	1,001 22
Amount paid on dead letters received from Prussia...	690 01
Amount received on dead letters returned to Bremen.....	886 43
Balance due the United States on the adjustment of the accounts with Prussia, at the close of the last fiscal year	45,305 70
Balance due Bremen, on the adjustment of the accounts at the close of the fiscal year.....	5,003 33
Balance due Great Britain on adjustment of the accounts at the close of the fiscal year	<u>108,261 37</u>

The amount of postages for the year, on mails received and sent between the United States and the British Provinces, under the postal arrangements with Canada and New Brunswick, by which each party retains what it collects, was \$161,084 83. Of this amount the United States collected—

Of unpaid received.....	\$37,369 55
Of paid sent.....	45,786 27

Total collected in the United States.....	<u>83,155 82</u>
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The British Provinces collected—

Of unpaid received.....	\$46,672 54
Of paid sent.....	31,256 47

Total collected in the British Provinces.....	<u>77,929 01</u>
---	------------------

Balance in favor of the United States.....	<u>5,226 81</u>
--	-----------------

B.

United States mail service abroad, as in operation on the 30th of September, 1856.

No. of route.	Routes.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
1	New York, by Southampton, England, to Bremenhaven, Germany.	<i>Miles.</i> 3,700	Once a month---	Ocean Steam Navigation Company, C. H. Sands, president.	\$200,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
2	Charleston, S. C., by Savannah, Ga., and Key West, Fla., to Havana, Cuba.	669	Twice a month--	M. C. Mordecai-----	50,000 00	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct. New York, via Havana, to New Orleans. Havana to Aspinwall-----	2,000 } 2,000 } 1,200 }	Twice a month--	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
4	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.)	4,200 1,200	Twice a month--	Pacific Mail Steamship Company, William H. Davidge, president.	348,250 00	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England.	3,100	Twenty-six trips a year.	E. K. Collins, Jas. Brown, and Stewart Brown.	858,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and July 21, 1852.

6	New York, by Cowes, England, to Havre, France.	3, 270	Once a month---	Ocean Steam Navigation Company, M. Livingston, agent.	150,000 00	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1847.
7	Aspinwall to Panama, New Granada.	48	Twice a month--	Panama Railroad Company.	164,841 92	Under a temporary arrangement authorized by act of Congress of March 3, 1851. Service recognized at the rate of 22 cents a pound.
8	New Orleans, by Tampico, Mexico, to Vera Cruz.	900	Tri-monthly----	E. H. Carmick		Under contract with the Postmaster General, agreeably to act of Congress of August 30, 1852. As yet, semi-monthly service only, omitting Tampico, has been performed, and deductions for these omissions have been made in pay.

Of this amount \$12,296 56 was paid for service performed during quarters ending June 30, and September 30, 1855, being the difference between twenty-two and eighteen cents a pound on mails transported during that period, and should properly be added to the cost of transportation of previous year, ended September 30, 1855, stated in the last annual report.

C.

Statement of the sums paid for the year ending June 30, 1856, on the New York and Liverpool, New York and Chagres, and the Astoria and Panama mail lines, exhibiting, in separate columns, the whole contract pay; the amount of the 10 per cent. deduction, &c.; the sums deducted as fines on the recommendation of the Postmaster General; and the actual amount paid over.

	Whole contract pay.	Amount of 10 per cent. deductions, &c.	Amount deducted as fines.	Am't paid over, including fines remitted and interest abated.
New York and Liverpool line.	\$858,000 00	\$50,853 74	\$36,000 00	\$756,575 08
New York and Chagres line.	290,000 00	37,027 83	3,400 00	250,278 42
Astoria and Panama line.	348,250 00	24,185 31	600 00	326,172 87

A. O. DAYTON.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, November 21, 1856.

D.

Settlement of further details under the Postal Treaty with Great Britain.

ADDITIONAL ARTICLES

To the articles agreed upon between the Post Office of the United Kingdom of Great Britain and Ireland and the Post Office of the United States of America for carrying into execution the convention of December the fifteenth, one thousand eight hundred and forty-eight.

In pursuance of the power granted to the two post offices by article 21 of the convention of December the fifteenth, one thousand eight hundred and forty-eight, between the United Kingdom of Great Britain and Ireland and the United States of America, to settle the matters of detail, which are to be arranged by mutual consent, for ensuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles:

ARTICLE I.

Letters posted in the United Kingdom addressed to the United States, posted in the United States addressed to the United Kingdom, and

intended to be forwarded between the United Kingdom and the United States, by British or United States packets, may be registered on the application of the persons posting the same, but such registration shall not render the Post Office Departments of the United Kingdom or the United States liable for the loss of such letters or the contents thereof.

It is understood that this regulation applies equally to letters between the United Kingdom and California or Oregon, whether conveyed via New York, via Boston, or via Panama.

ARTICLE II.

The conditions under which registered letters shall be received and delivered, and the forms to be observed in their transmission from the place at which they are posted to the office of exchange, or from the office of exchange to the place of their destination, shall be regulated by the rules in force in the two countries respectively.

ARTICLE III.

The postage upon registered letters shall invariably be paid in advance, including not only the ordinary postage to the place of their destination, but also any registration fee to which letters of this class may be liable, according to the regulations of the country from which they are sent.

ARTICLE IV.

The post office of the United Kingdom shall be at liberty to fix the amount of the registration fee to be levied upon all registered letters forwarded from the United Kingdom to the United States; and, in like manner, the post office of the United States shall be at liberty to fix the amount of the registration fee to be levied upon all registered letters forwarded from the United States to the United Kingdom.

These amounts may be altered, from time to time, by the respective post offices, if an alteration be deemed expedient.

No charge, whether for registration or other service, shall, under any pretext whatever, be made in the United Kingdom or the United States on the delivery of registered letters.

ARTICLE V.

Upon every registered letter forwarded from the United Kingdom to the United States, the post office of the United Kingdom shall account to the post office of the United States for one-half of the amount of the registration fee levied upon the posting of such registered letter in the United Kingdom; and, in like manner, upon every registered letter forwarded from the United States to the United Kingdom, the post office of the United States shall account to the post office of the United Kingdom for one-half of the amount of the registration fee levied upon the posting of such registered letter in the United States.

ARTICLE VI.

All registered letters forwarded from the United Kingdom to the United States, or from the United States to the United Kingdom, shall be made up at the respective offices of exchange in a parcel separate from the unregistered letters, which parcel shall be tied in the usual manner, and securely sealed by the despatching officer.

The name of the person to whom each registered letter is addressed, the place of its destination, and the amount to be credited to the office to which the letters are forwarded, shall be entered at the respective offices of exchange in a separate letter bill, which shall be made out in the form annexed to these articles. Such letter bill shall not be enclosed in the parcel containing the registered letters, but shall be forwarded in a separate wrapper or envelope, sealed and addressed to the postmaster of the corresponding office of exchange.

ARTICLE VII.

Upon the arrival at an office of exchange in the United Kingdom of registered letters from the United States, and upon the arrival at an office of exchange in the United States of registered letters from the United Kingdom, the postmaster of such office of exchange shall compare the letters with the letter bill, and if they agree, he shall write at the foot of the letter bill the word "correct," and affix his signature and official stamp.

The letter bill thus certified must be returned by the first mail to the office of exchange from which the registered letters were received.

If any error be observed, the postmaster shall report the circumstance to the General Post Office in London or Washington, as the case may be, in order that the error may be investigated through the ordinary channel.

ARTICLE VIII.

The letter bills and acknowledgments of receipt for the mails exchanged between the two countries shall be made out according to the amended forms annexed to the present articles, in lieu of the forms (F and G) as originally adopted.

ARTICLE IX.

The articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December the fifteenth, one thousand eight hundred and forty-eight, signed at Washington the fourteenth of May, one thousand eight hundred and forty-nine, and shall come into operation on the first day of May, one thousand eight hundred and fifty-six.

Done in duplicate, and signed at Washington on the twentieth day of March, and at London on the ninth day of April, one thousand eight hundred and fifty-six.

HORATIO KING.
OWLAND HILL.

Approved:

JAMES CAMPBELL.
ARGYLL.

Letter bill for registered letters between the United States and the United Kingdom.

Mail from _____ to _____, by the _____ packet.

Post Office _____,
the _____ of _____, 185 .

The following registered letters are sent herewith :

No.	To whom addressed.	Destination.	AMOUNT TO BE CREDITED TO THE BRITISH OFFICE.		
			Postage.		Registration fee.
			Dollars.	Cents.	Cents.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					

[Signature of receiving officer.]

[Signature of despatching officer.]

If the entries on this letter bill agree with the letters received, the postmaster at the office of receipt must write the word "correct" at the foot, and affix his signature and official stamp. If any error be observed, the postmaster must immediately report the circumstance to the General Post Office in London.

Letter bill for registered letters between the United Kingdom and the United States.

Mail from _____ to _____, by the _____ packet.

Post Office _____,

the _____ of _____, 185 .

The following registered letters are sent herewith :

No.	To whom addressed.	Destination.	AMOUNT TO BE CREDITED TO THE UNITED STATES POST OFFICE.		
			Postage.		Registration fee.
			Dollars.	Cents.	Cents.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					

[Signature of receiving officer.]

[Signature of despatching officer.]

If the entries in this bill agree with the letters received, the postmaster at the office of receipt must write the word "correct" at the foot, and affix his signature and official stamp. If any error be observed, the postmaster must immediately report the circumstance to the General Post Office at Washington.

Letter Bill for the correspondence between the United Kingdom and the United States.

Mail from ——— to ——— by the ——— packet.

Post Office ———,

the ——— day of ———, 185 .

The following articles are sent herewith, the receipt of which it is requested may be acknowledged, viz:

	Statement by the British office.		Verification by the United States office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. <i>Unpaid letters, &c., to be placed to the credit of the British office.</i>				
1. Unpaid letters from the United Kingdom for the United States, at ——— cents the single rate.....				
2. Unpaid letters from foreign countries, and British colonies and possessions, in transit through the United Kingdom for the United States.....				
3. Newspapers in transit through the United Kingdom for the United States, at 2 cents each.....				
4. Mis-sent, redirected, and returned letters received from the United States.....				
5. Closed mails for the United States office in transit through the United Kingdom.....				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the United States office.		Net weight of letters in ounces.	Number of newspapers.

Letter Bill, &c.—Continued.

	Statement by the British office.		Verification by the United States office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ II. <i>Paid letters, &c., to be placed to the credit of the United States office.</i>				
6. Paid letters from the United Kingdom for the United States, at — cents the single rate.....				
7. Paid registered letters from the United Kingdom for the United States, at — cents the single rate, and including one half of the registration fee.....				
8. Paid letters from foreign countries for the United States upon which the sea rate has been paid.....				
9. Paid letters for foreign countries, United States possessions, &c., in transit through the United States.....				
10. Paid newspapers for foreign countries, United States possessions, &c., in transit through the United States, at 2 cents each.....				
11. Closed mails from the British office in transit through the United States				
DESTINATION.	Net weight of letters in ounces.		Number of news- papers.	
§ III. <i>Letters, newspapers, &c., on which the British postage has been paid, and which form no charge between the two offices.</i>				
12. Letters from foreign countries, &c., in transit through the United Kingdom for the United States.....				
13. Letters from the United Kingdom for foreign countries, &c., in transit through the United States.....				
14. Newspapers, periodical works, pamphlets, &c.....				
	Number.			

_____,
Superintending President or Postmaster.

Acknowledgment of receipt for the correspondence between the United States and the United Kingdom.

Post Office _____,

the _____ of _____, 185 .

The mail from _____ to _____ by the _____ packet of the _____ of _____, 185 , has been received, containing the following articles, viz:

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ 1. <i>Unpaid letters, &c., to be placed to the credit of the United States office.</i>				
1. Unpaid letters from the United States for the United Kingdom, at _____ cents the single rate.....				
2. Unpaid letters from foreign countries, United States possessions, &c., in transit through the United States for the United Kingdom				
3. Newspapers in transit through the United States for the United Kingdom, at 2 cents each.....				
4. Mis-sent, redirected, and returned letters received from the United Kingdom.....				
5. Closed mails for the British office in transit through the United States				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the British office.		Net weight of letters in ounces.	Number of newspapers.

Letter bill for the correspondence between the United States and the United Kingdom.

Mail from _____ to _____ by the _____ packet.

Post Office, _____,
the _____ of _____, 185 .

The following articles are sent herewith, the receipt of which it is requested may be acknowledged, viz :

	Statement by the United States office.		Verification by the British office.	
	AMOUNT.		AMOUNT.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. <i>Unpaid letters, &c., to be placed to the credit of the United States office.</i>				
1. Unpaid letters from the United States for the United Kingdom, at _____ cents the single rate				
2. Unpaid letters from foreign countries, United States possessions, &c., in transit through the United States for the United Kingdom.....				
3. Newspapers in transit through the United States for the United Kingdom, at 2 cents each				
4. Mis-sent, redirected, and returned letters received from the United Kingdom				
5. Closed mails for the British office in transit through the United States				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the British office.		Net weight of letters in ounces.	Number of newspapers.

Acknowledgment of receipt for the correspondence between the United Kingdom and the United States.

Post Office _____,
the _____ day of _____, 185 .

The mail from _____ to _____, by the _____ packet, of the _____ of _____, 185 , has been received, containing the following articles, viz:

	Statement by the British Office.		Verification by the United States office.	
	Amount.		Amount.	
	Dollars.	Cents.	Dollars.	Cents.
§ I. Unpaid letters, &c., to be placed to the credit of the British office.				
1. Unpaid letters from the United Kingdom for the United States, at _____ cents the single rate.....				
2. Unpaid letters from foreign countries, and British colonies and possessions, in transit through the United Kingdom for the United States.....				
3. Newspapers in transit through the United Kingdom for the United States, at 2 cents each.....				
4. Missent, redirected, and returned letters received from the United States.....				
5. Closed mails for the United States office in transit through the United Kingdom.....				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the United States office.		Net weight of letters, in ounces.	umber of newspapers

Acknowledgment of receipt, &c.—Continued.

	Statement by the British Office.		Verification by the United States office.	
	Amount.		Amount.	
	Dollars.	Cents.	Dollars.	Cents.
§ II. <i>Paid letters, &c., to be placed to the credit of the United States office.</i>				
6. Paid letters from the United Kingdom for the United States, at — cents the single rate.....				
7. Paid registered letters from the United Kingdom for the United States, at — cents the single rate, and including one-half of the registration fee.....				
8. Paid letters from foreign countries for the United States, upon which the sea rate has been paid.....				
9. Paid letters for foreign countries, United States possessions, &c., in transit through the United States.....				
10. Paid newspapers for foreign countries, United States possessions, &c., in transit through the United States, at 2 cents each.....				
11. Closed mails from the British office in transit through the United States.....				
DESTINATION.	Net weight of letters, in ounces.		Number of newspapers.	
	Number.			
§ III. <i>Letters, newspapers, &c., on which the British postage has been paid, and which form no charge between the two offices.</i>				
12. Letters from foreign countries, &c., in transit through the United Kingdom for the United States.....				
13. Letters from the United Kingdom for foreign countries, &c., in transit through the United States.....				
4. Newspapers, periodical works, pamphlets, &c.....				

Postmaster.

E.

ADDITIONAL ARTICLES

Of agreement between the Post Office Department of the United States and the Post Office Department of Canada, providing for the exchange of registered letters between the two countries.

ARTICLE I.

Letters, alleged to be valuable, posted at a y post office in the United States or its Territories, and addressed to Canada, or posted in Canada and addressed to the United States, and deliverable at any of the respective offices of exchange, to be thence conveyed to their destination, shall be registered at the office of mailing, on the application of the person posting the same: *Provided*, That the full postage chargeable thereon to destination, together with a registration fee of five cents on each letter, be prepaid at such mailing office: *And provided, also*, That such registration shall not be compulsory, and shall not render the respective Post Office Departments of the United States or Canada, or their revenues, liable for the loss of such letters or packets, or the contents thereof.

ARTICLE II.

All such letters or packets mailed in the interior of the United States or Canada, respectively, shall be received, registered, and receipted for, as directed in the general regulations issued in each country in regard to the registration of valuable letters, and shall be sent to the respective exchange offices for the purpose of being forwarded thence by the first mail.

ARTICLE III.

The respective exchange offices shall make a separate letter bill for each registered letter, or parcel of registered letters, originally mailed at said exchange offices, or sent to them to be forwarded, as prescribed by the regulations referred to in article II, and shall enter therein the name of the person addressed and the post office to which it is to be mailed for delivery. The postmaster of said exchange office will then mail each such letter, or parcel of letters, in the usual manner, in a separate package from the unregistered letters. The letter bills of such registered letters shall not be enclosed in the packages containing them, but shall be enclosed in a separate wrapper or envelope, sealed, and addressed to the postmaster of the corresponding exchange office.

ARTICLE IV.

On receipt of registered letters for delivery or distribution at either of the respective exchange offices, the postmaster of such receiving

office will compare the letters with the bill, and endorse it "correct," if it is found so, or will note the error, if there be one, in the manner prescribed with regard to registered letters received from an inland post office. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will see that it is returned by the first mail thereafter to the exchange office of mailing.

ARTICLE V.

Registered letters received at either of the exchange offices, and destined for an inland post office, shall be forwarded in the same manner as other registered letters originally mailed at such office.

ARTICLE VI.

The registration fee of five cents shall accrue to the United States Post Office Department upon all registered letters sent from the United States to Canada, and to the Canadian Post Office Department upon all registered letters sent from Canada to the United States.

ARTICLE VII.

The present articles shall be considered additional to those agreed upon between the two offices on the 25th day of March, A. D. 1851, and shall come into operation on the 1st day of October, A. D. 1856.

In witness whereof, the Postmaster General of the United States, and the Postmaster General of Canada, have hereto set their hands and affixed their seals, at the date set opposite to each, respectively.

[L. s.]

JAMES CAMPBELL,
Postmaster General.

AUGUST 25, 1856.

[L. s.]

ROBERT SPENCE,
Postmaster General.

AUGUST 28, 1856.

F.

POST OFFICE DEPARTMENT,

Washington, January 31, 1855.

SIR: I have the honor to transmit herewith, in compliance with the resolution of the House of the 2d of January instant, a copy of the conditional contract made by my predecessor, Mr. Hubbard, with Messrs. Ramsey & Carmick, on the 3d of March, 1853, for the extension of two of the trips on the New Orleans and Vera Cruz line, from Vera Cruz, Mexico, via Acapulco, to San Francisco, in California; also, copies of all the correspondence relative to the same, and also relative to the change of schedule proposed on the line from New Orleans to Vera Cruz.

My views in regard to this contract were fully stated in my annual report to Congress of December 1, 1853, and are also contained in the correspondence herewith communicated. It was not deemed necessary to answer the letter of Robert G. Rankin, president of the Mexican Ocean Mail and Inland Company, dated November 23, 1853, and received at the department on the 30th of January, 1854. That they were not prepared to fulfil their conditional contract on the 23d of November, 1853, nine months after its execution, is therein conceded, and the department had neither the time nor desire to enter into a discussion of the irrelevant matters introduced into the body of that letter.

The objections which I entertained to the change of schedule on the New Orleans and Vera Cruz route, proposed by Messrs. Harris & Morgan in their letter of the 26th October, 1853, were two-fold:

1st. That by authorizing the change proposed, the original intent and object of my predecessor, Mr. Hubbard, in entering into the conditional contract with Messrs. Ramsey & Carmick—which was, to secure an additional semi-monthly mail between the Atlantic States and California by alternating at regular intervals with the present semi-monthly line via Panama—would have been entirely frustrated; and thus, instead of having a weekly mail between the Atlantic and Pacific, there would have been, as heretofore, only a semi-monthly communication.

2d. By changing the schedule so as to make connexions at Acapulco with the steamers of the Pacific Mail Steamship Company, that company would receive not only their regular compensation under their contract with the government, but extra pay under the contract of Ramsey & Carmick, although no additional service was really rendered by them to the department or the public.

Authority having been given by Mr. Hubbard, on the 7th of March, 1853, to the postmasters of New Orleans, San Diego, Monterey, and San Francisco, to make up and send mails by the Vera Cruz and Acapulco line, containing such matter as was expressly directed to go by that line, I took the precaution to withhold from those officers the authority to send mails without first consulting the department, by instructing them, on the 23d of September following, to report to the department before delivering such mails, for further instructions, should the proprietors apply for them. My object in issuing those instructions was simply to enable the department to be fully satisfied that all mails forwarded by that route were committed to the care and custody of competent and proper persons, and would be safely transported through Mexico. It does not appear, however, that any application has ever been made by Messrs. Ramsey & Carmick for a mail to be conveyed by that route, as no report from any postmaster to that effect has been received at this department.

I have the honor to be, sir, very respectfully, your obedient servant,
JAMES CAMPBELL.

Hon. LINN BOYD,
Speaker of House of Representatives.

No. 9—\$424,000 PER ANNUM.

This article of contract, made the fifteenth day of February, in the year one thousand eight hundred and fifty-three, between the United States (acting in this behalf by their Postmaster General) and Albert C. Ramsey and Edward H. Carmick, William H. Aspinwall and Edwin Bartlett, of the city of New York; Silas C. Herring, Elihu Townsend, Simeon Draper, and R. B. Coleman, of the same place, *witnesseth*: That whereas, by an act of Congress, passed March 3, 1845, entitled "An act to provide for the transportation of the mail between the United States and foreign countries, and for other purposes," the Postmaster General is authorized to contract for the transportation of the United States mail between any of the ports of the United States and a port or ports of any foreign power whenever, in his opinion, the public interests will thereby be promoted; and whereas, by another act of Congress, passed March 3, 1851, entitled "An act to establish certain post-roads in the United States and the Territories thereof," the Postmaster General is authorized to enter into contracts, for a period not longer than four years, for transporting through any foreign country the mails of the United States, and that in making such contracts, the Postmaster General shall be bound to select the speediest, safest, and most economical route; and whereas notice has been given by advertising, in accordance with the directions of said act, for inviting proposals for mail contracts, under and by virtue of the acts aforesaid; and whereas Albert C. Ramsey and Edward H. Carmick have been accepted, according to law, as contractors for transporting the mail on route No. 9, from Vera Cruz, via Acapulco, to San Francisco and back, twice a month, according to the schedule hereinafter mentioned, in thirteen days each way, being an extension of two of the trips on the New Orleans and Vera Cruz line through Mexico, for the purpose of conveying the mail, and thus making one through-line in sixteen days between New Orleans and San Francisco, at and for the sum of four hundred and twenty-four thousand dollars per year, for and during the term commencing from the time Congress shall ratify this contract, and ending four years from that date, with the right reserved to the Postmaster General to continue it one year longer, at the same terms:

Now, therefore, the said Albert C. Ramsey and Edward H. Carmick, contractors, and Silas C. Herring, Elihu Townsend, Simeon Draper, Robert B. Coleman, William H. Aspinwall, and Edwin Bartlett, their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

1st. To carry said mail within the times fixed in the annexed schedule of departures and arrivals, and so carry until said schedule is altered by the authority of the Postmaster General of the United States, as hereinafter provided, and then to carry according to said altered schedule.

2d. To carry said mail in a safe and secure manner, free from wet or other injury, in weather-proof bags and vehicles on the land route, and in a separate and convenient apartment on shipboard, to be suit-

ably fitted up under order of the department, at the expense of the contractors, for the assorting and safe-keeping of the mails, and for the sole and exclusive occupation, use, and accommodation of the Post Office Department and its mail-agent, if the Postmaster General shall require it for the use and accommodation of the mail and mail-agent, and such mail-agent is to be conveyed without further charge.

In case the contractors fail to furnish such suitable accommodations, the department shall have the right to provide the bags, vehicles, or apartments, or other suitable accommodations, at the expense of the contractors.

3d. To take the mail and every part of it from, and deliver it and every part of it into, the post office at San Francisco, and to and from the mail steamers at Vera Cruz on the New Orleans and Vera Cruz line, and also to deliver and receive the mails at San Diego and Monterey, regularly by each trip going and returning, as is now done by the "Pacific Mail Steamship Company."

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally, as aforesaid, to be answerable for the person to whom the said contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through his unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail whenever required to do so by the Postmaster General; also, that they will not transmit by themselves or their agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and they will not carry out of the mail letters or newspapers which should go by post; and that they will not, knowingly, convey any person carrying on the business of transporting letters or other mail matter without the consent of the department; and further, that the said contractors will convey, without additional charge, post office blanks, mail-bags, and the special agents of the department, on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster General, of postmasters on said route, the balances due from them to the General Post Office, and faithfully render an account thereof to the Postmaster General in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in their hands.

For which services, when performed, the said Albert C. Ramsey and Edward H. Carmick, contractors, are to be paid by the said United States the sum of four hundred and twenty-four thousand dollars a year, to wit: quarterly, in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agreed by the said contractors and their sureties, that the Postmaster General may increase the service or

change the schedule, he allowing a pro rata increase of compensation within the restrictions imposed by law for the additional service required ; but the contractors may, in case of increased service or change of schedule, relinquish the contract, on timely notice, if they prefer it to the change.

It is hereby also stipulated and agreed by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not performed, and of not more than three times the pay of a trip when the trip is not duly performed and no sufficient excuse for the failure is furnished ; a forfeiture of at least one-fourth part of it when the running is so far behind time as to loose connexion with a depending mail, unless it is shown that the same was not caused by neglect, or want of proper skill or misconduct, and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated ; and that these forfeitures may be increased into penalties of a higher amount, according to the nature or frequency of the failure, and the importance of the mail ; also, that fines may be imposed upon the contractors, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office, or a steam-vessel, the mail, or any part of it ; for suffering it to be wet, injured, lost, or destroyed ; for carrying it in a place or manner that exposes it to depredation, loss or injury, by being wet, or otherwise ; for refusing, after demand, to carry a mail by any vessel or other vehicle which the contractors run or are concerned in running on the route beyond the number of trips above specified ; or for not arriving at the time set in the schedule, unless not caused by neglect or want of proper skill, or by misconduct. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty of five hundred dollars may be exacted for each offence, and for each article so carried.

And it is hereby further stipulated and agreed by the said contractors and their sureties, that the Postmaster General may annul the contract for repeated failures ; for violating the post office laws ; for disobeying the instructions of the department ; for refusing to discharge a carrier, or any other person having charge of the mail by his direction, when required by the department ; for assigning the contract without the consent of the Postmaster General ; for setting up or running an express as aforesaid, or for transporting persons, conveying mail matter out of the mail as aforesaid ; or whenever the contractors or either of them shall become a postmaster, assistant postmaster, or member of Congress ; and this contract shall in all its parts be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled " An act concerning public contracts."

And it is hereby further stipulated and agreed by the said contractors, that the steam-vessels for the service between San Francisco and Acapulco shall be of a class contemplated by the act of Congress,

passed March 3, 1845, entitled "An act to provide for the transportation of the mail between the United States and foreign countries, and for other purposes;" and that the same shall be delivered to the United States, or their proper officer, on demand made, for the purpose of being converted into vessels of war, according to the tenor and terms of the said act.

And it is hereby further expressly understood that this contract is to have no force or validity until it shall have received the sanction of the Congress of the United States, by the passage of an appropriation to carry it into effect.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature; and the said contractors and their sureties have hereunto set their hands and seals the day and year set opposite their names, respectively.

S. D. HUBBARD, [SEAL.] March 3, 1853.

Postmaster General.

WM. H. ASPINWALL, [SEAL.] March 3, 1853.

EDWIN BARTLETT, [SEAL.] March 3, 1853.

By Wm. H. Davidge, their Att'y.

ALBERT C. RAMSEY. [SEAL.] February 25, 1853.

EDWARD H. CARMICK. [SEAL.] February 25, 1853.

SILAS C. HERRING. [SEAL.] February 25, 1853.

ELIHU TOWNSEND. [SEAL.] February 25, 1853.

SIMEON DRAPER. [SEAL.] February 25, 1853.

R. B. COLEMAN. [SEAL.] February 25, 1853.

THE MEXICAN OCEAN MAIL
AND INLAND COMPANY, [SEAL.] February 25, 1853.

By Robert G. Rankin, President.

Signed, sealed and delivered by the Postmaster General in the presence of—

JAMES LAWRENSON.

R. T. McLAIN.

And by the other parties hereto in the presence of—

J. B. NOTT, witness for A. C. Ramsey, S. Draper, and R. B. Coleman, and Edward H. Carmick.

EDWARD S. GOULD, witness to S. C. Herring.

Witness to Wm. H. Davidge's signature, as attorney of Wm. H. Aspinwall and Edwin Bartlett—

JAMES LAWRENSON.

R. T. McLAIN.

Witness to R. G. Rankin's signature—

JNO. T. HOWARD.

I hereby certify that I am well acquainted with Albert C. Ramsey, and Edward H. Carmick, and Silas C. Herring, Elihu Townsend,

Simeon Draper, and R. B. Coleman, and the condition of their property ; and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

WM. V. BRADY,
Postmaster at New York.

The schedule of Departures and Arrivals.

Leave Vera Cruz on the 4th and 17th of each month. Arrive at Acapulco by the 9th and 22d of each month.

Leave Acapulco on the 9th and 22d of each month. Arrive at San Francisco by the 17th and 30th of each month.

Leave San Francisco on the 8th and 24th of each month. Arrive at Acapulco by the 16th and 1st of each month.

Leave Acapulco on the 16th and 1st of each month. Arrive at Vera Cruz by the 21st and 6th of each month.

POST OFFICE DEPARTMENT,
March 7, 1853.

GENTLEMEN : The postmasters of New Orleans, San Francisco, Monterey and San Diego, will be authorized to send a mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and you are prepared to carry a mail, with the express understanding that neither this department nor the government is to be in any way holden for any expenses attending such service ; but, as provided in the contract, it is left for Congress to determine whether the contract is to be sanctioned by an appropriation to carry it into effect—the pay, if any, for such service, commencing only in accordance with the terms of the contract made February 15, 1853.

I am, respectfully, your obedient servant,

S. D. HUBBARD,
Postmaster General.

Messrs. RAMSEY & CARMICK, *New York.*

POST OFFICE DEPARTMENT,
March 7, 1853.

SIR : You are hereby authorized to make up and send a mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853. You would do well, perhaps, to advertise to

the above effect, adding that all letters, &c., not marked as above indicated, will be forwarded by the Panama route.

Respectfully, your obedient servant,

S. D. HUBBARD,
Postmaster General.

POSTMASTER,
San Francisco, California.

[Same to postmasters of New Orleans, San Diego, and Monterey.]

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
New York, June 15, 1853.

MY DEAR SIR: The position that our company sustains to the government, (as the real parties by contract, to execute the mail contracts with Messrs. Ramsey & Carmick, renders it proper that the Post Office Department should be advised of the state of forwardness on the part of the contractors to fulfil the contracts.

Our vice president, Colonel Albert C. Ramsey, is now in Mexico assigning the stations. In all this month and next month, the coaches, wagons, and literas will be in Mexico—portions of them being on their way now. By August 10 the mules and horses (1,000) will be down from Coahuila, and we then expect to make the regular transit across.

Although the contracts only require a bi-monthly mail, we are making all our arrangements for a *daily line* of transit across Mexico, feeling justified by the assurances we have from Mexico. We shall also establish a weekly line of steamers from New Orleans to Vera Cruz, (one steamer is now running there, and another now building;) and with the use of the new *envelopes*, (when they appear,) we shall actually afford a weekly line from New Orleans to San Francisco; and if the steamers on the Pacific could be arranged, we could make a daily line to San Francisco in sixteen days. Our land route will be daily, in any case, on account of our Mexican facilities.

We have purchased and ordered the whole of the rolling stock for the transit, and parties are now in Mexico clearing obstructions, and we shall not, I think, require the full time allowed by the contract for the transit, although trial only will verify our expectations.

We already have a margin in our favor in the gulf service, as our steamer, the "Texas," has performed the duty in sixty hours; and the Pacific service has been done in twenty-four and thirty hours less than schedule time. Our recent reports from Mexico justify us in the expectation of carrying the mails in fourteen days from New Orleans to San Francisco, and six months of experimental operation will, I think, show the feasibility of doing the regular service in within fifteen days.

In conclusion, I would add that we are exerting every energy in pushing the thing up, and shall spare neither time nor money in proving the truthfulness of all our positions.

An estafette mail will be carried from Vera Cruz and New Orleans to San Francisco next month until the service becomes regular.

I am, with great respect, your obedient servant,

ROBT. G. RANKIN,
President.

We have the *highest* assurance of *our* favorable position in Mexico.

Hon. JAMES CAMPBELL,
Postmaster General U. S., &c.

POST OFFICE DEPARTMENT, *July 9, 1853.*

SIR: Your letter of the 15th ultimo came duly to hand. My attention having been specially called to the circumstances connected with the contemplated line to the Pacific via Vera Cruz and Acapulco, I feel it my duty, after due deliberation, to inform you that the conditional contract entered into between my predecessor, Mr. Hubbard, and Messrs. Ramsey and Carmick, for the conveyance of the mails over this line to San Francisco, does not meet with my approbation.

In the first place, as at present advised, I consider the route impracticable for mail purposes.

In the second place, the sums of money yearly drawn from the treasury for contracts, which have for several years been, and are still in force, for the transportation of the mails between the Atlantic and the Pacific, are very considerable, amounting to about \$731,868. In view of this fact, and of the many sections and neighborhoods, in the different States, which are either greatly restricted in, or deprived altogether of mail facilities, it appears to me both inexpedient and unjust to go into the expenditure of a still further sum of \$424,000 for the service in question.

Moreover, I disapprove of the principle upon which this contract is made. In my opinion, if the Postmaster General has the right to make such a contract at all, it ought to be made without the restriction or limitation contained in yours, by which its force or validity is made to depend upon the passage of an appropriation by Congress to carry it into effect. I am unwilling to recognize any contingency of this kind, because, although the contractors may, under such conditional arrangement, establish no legal claim for compensation, they may, nevertheless, go on and incur expenses, in the expectation that they will be paid, and Congress, more from private sympathy than from public policy or right, be at length induced to yield to a measure to which its prior sanction never could have been obtained.

I am, respectfully, your obedient servant,

JAMES CAMPBELL,
Postmaster General.

ROBT. G. RANKIN, Esq.,
President of the Mexican Ocean Mail and Inland Co., N. Y.

POST OFFICE DEPARTMENT, *September 23, 1853.*

SIR: Should the proprietors of the Vera Cruz, Acapulco, and San Francisco line apply for mail to take over their route, under the conditional order of the late Postmaster General, dated 7th March, 1853, before delivering such mail to them, you will report to department for further instructions.

Very respectfully, your obedient servant,

JAMES CAMPBELL,
Postmaster General.

POSTMASTER,
New Orleans, Louisiana.

To Postmaster at San Diego, California: Same.

J. C.

To Postmaster at Monterey, California: Same.

J. C.

To Thos. J. Henley, Esq., San Francisco, California: Same.

J. C.

WASHINGTON, *October 26, 1853.*

DEAR SIR: The Mexican Ocean Mail and Inland Company, and Charles Morgan, of New York, (through the agency of the undersigned,) present the following facts, and ask such decision as an impartial consideration of this memorial may produce. The company (having obtained from the government of Mexico peculiar and well-authenticated privileges, whereby they were enabled to present to the United States Post Office Department a schedule of mail service which should insure the transmission of mails between New Orleans and San Francisco in the short space of sixteen days) urged the department for a mail contract authorizing the service, which was granted, subject to an appropriation by Congress for payment. Thereupon the company commenced proceedings for putting the route into active operation. Proper agents were despatched to Mexico, and have been actively engaged in overcoming such obstacles as, unremoved, would have impeded rapid transit across that country. Roads were improved, others made; coaches, harness, mules, and horses have been purchased, and a large portion of them are already on the route, ready to commence the carrying of the mails. In connexion with, and forming a portion of, this through-route, a mail service from New Orleans to Vera Cruz has been put into operation, the schedule for which was so arranged as to meet at Acapulco with the mail steamers on the Pacific, insuring a proper connexion on that end of the line. Thus nothing stood in the way of the successful operation of the route, save the obstacles on the land, which, being overcome, would enable us at once to perform our contract in the specified time; but now that arrangements are completed for this portion of the service, your memorialists find that an alteration in the running on the

Pacific has thrown out of gear this well-arranged system. By the present schedule between New Orleans and Vera Cruz, it is impossible to meet the Pacific steamers, as they now run, at Acapulco, without suffering long delays at the latter point, entirely ruining the efficacy of this otherwise desirable medium of transit. The undersigned, C. Morgan, now urges that a knowledge of the existence of a through-service to San Francisco was the inducement for his accepting the portion of service between New Orleans and Vera Cruz; as, upon the successful working of the through-route, he depended for any profits that might inure to his ships from his connexion therewith. He has already put upon the route a first-class steamship of over 1,100 tons burden, and is building another of about 1,500 tons burden for the same purpose; which two vessels will embrace an investment of nearly \$300,000 for this first portion of the enterprise. The company depend upon appropriations by Congress for the means of remuneration; and as such appropriations can only be secured by proofs of the practicability of the through-route, as per schedule, they, together, ask your consideration of the efforts they have made, and the moneys they have expended, under inducements the Post Office Department held out to them, for such efforts and expenditures, *by granting a through-service and arranging schedule for connexion*; and respectfully petition that you will so alter the schedule between New Orleans and Vera Cruz for the two trips per month, now being performed, as will give them an opportunity of proving to Congress that this is by far the most expeditious route yet opened to the rich commerce of California; which proofs, they feel, must necessarily insure the appropriations that shall furnish the means to enable them eventually to carry the mails between the two great points in the short space of thirteen days! Believing that your sense of justice, and desire for advancing the mails in accordance with the progressive ideas of this essentially progressive age, will induce an assent to their prayer, they have the honor herewith to submit such *temporary* schedule, for the said two trips per month, as shall furnish the desired proofs; and, with sentiments of regard and esteem, subscribe, respectfully, yours,

The MEXICAN OCEAN MAIL AND INLAND CO.;

and CHARLES MORGAN,

per HARRIS & MORGAN, of New Orleans.

Hon. JAMES CAMPBELL,

Postmaster General United States.

Schedule.

Leave New Orleans 7th and 22d;

Arrive at Vera Cruz 10th and 25th.

Leave Vera Cruz 14th and 29th;

Arrive at New Orleans 17th and 2d.

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
New York, October 29, 1853.

DEAR SIR: Herewith please find a letter addressed to our firm from the president of the Pacific Mail Steamship Company, explaining why the schedule of running on the Pacific has been changed, (thus rendering *useless* the *present schedule* between New Orleans and Vera Cruz;) and, further, approving the schedule which we had the honor of submitting for your consideration in our memorial, dated in Washington, D. C. Trusting the views of our case, to which your attention has been called, will induce a favorable decision, we have the honor to subscribe, with sentiments of regard and respect,

Your obedient servants,

HARRIS & MORGAN.

HON. JAMES CAMPBELL,
Postmaster General United States.

[For the Commercial Advertiser.]

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
New York, October 27, 1853.

In your issue of Wednesday evening, in the postscript of telegraphic news from Mexico, an important error occurred in relation to the transmission of San Francisco news by our route. Your correspondent says: "The news came over the New Mexico or Ramsey route, and occupied about twenty-four days in its transmission." The facts are as follows: The news left San Francisco on the 1st of October by the Nicaragua steamer Pacific; it arrived at Acapulco on the 8th, crossed Mexico, and arrived at Vera Cruz on the 12th, where the news remained from the 12th until the 22d, the regular sailing day of the Texas, (the steamer that carried the news, instead of the Mexico, as stated in your article.) If our steamer had left Vera Cruz on the arrival of the news from Acapulco, our merchants would have had the market prices in fifteen days from San Francisco via New Orleans. If it should be asked why the Texas did not sail until the 22d, the only reply we have to offer is, that she was running on schedule time appointed by the Post Office Department, and until that schedule is altered the delay is likely to recur. With a proper connexion, our line can deliver mails from San Francisco, into New Orleans weekly, in less than sixteen days.

Respectfully, your obedient servant,

ROBERT G. RANKIN, *President.*

Be pleased to observe, by extract from Commercial Advertiser, the transmission of California news from California, by our route, in fourteen days!

H. & M.

PACIFIC MAIL STEAMSHIP COMPANY,

New York, October 28, 1853.

GENTLEMEN: Having examined carefully the schedule proposed by you for running on the route between New Orleans and Vera Cruz, so as to connect at Acapulco with our steamers between Panama and San Francisco, I beg leave to inform you that it meets our approval.

When our company commenced to run weekly boats, the schedule of the Texas was arranged to conform to the movements of those extra boats. It happened, however, that the United States Mail Steamship Company, although willing to perform extra service, and to let that service speak for itself to Congress, was not willing to bind itself as the government required, so as to shut out all prospect of extra remuneration by a liberal legislature for extra duty; and, consequently, the steamers, on intermediate weeks, on this side, were withdrawn. The connexion being thus cut off, our company was obliged to discontinue its weekly trips, after the schedule of the Vera Cruz and Acapulco route had been arranged to conform to those trips.

My understanding with Mr. Rankin is, that when the route is fairly opened, we will run steamers in the Pacific in due connexion; and I am prepared to assign this duty to two of our smaller first-class steamers the moment I am justified in so doing. Until then, the merits of the route can be tested by arranging a schedule to conform to the arrivals at Acapulco, and, as far as possible, to the departures thence for San Francisco of our steamers now running; and the interests of the government and of the public unite in recommending such a course.

Very truly, yours,

WM. H. ASPINWALL, *President.*

Messrs. HARRIS & MORGAN.

POST OFFICE DEPARTMENT,

November 3, 1853.

GENTLEMEN: In answer to your letter of the 26th ultimo, I have to state that, at the request of Mr. Carmick, the contractor, the present schedule of the New Orleans and Vera Cruz route was arranged to connect with the contemplated route across from Vera Cruz to Acapulco, which it was proposed to run in due connexion with an independent line of steamers between Acapulco and San Francisco; thus, with the route via Panama, giving a mail four times, instead of twice a month, between the Atlantic States and California. It was not the intention to connect at Acapulco with the steamers of the Panama line, but, as above remarked, to establish an additional semi-monthly mail to run, via Vera Cruz and Acapulco, alternately at regular intervals with the line via Panama.

This arrangement was made with my predecessor, Mr. Hubbard, with whom, as Postmaster General, also a conditional contract was entered into for the part of the service between Vera Cruz and San Francisco, which contract was to take effect *only from the time it should*

be ratified by Congress; nor was it to have any force or validity whatever until it should receive the sanction of Congress by the passage of an appropriation to carry it into effect. No such sanction has as yet been given by Congress; but, apart from this, and without troubling you with my views on the whole subject, it is simply necessary for me to say that there can be no recognition by this department of any arrangement by which the additional semi-monthly mail, clearly contemplated by the then Postmaster General, can be dispensed with.

The application, therefore, for a change of schedule on the route from New Orleans to Vera Cruz, must now be considered without reference to any trips it may be proposed to run in connexion therewith beyond. The contract requires three trips a month; you propose but two, and it is unnecessary for me to say that the number of trips stipulated for in the contract will be required.

I am, very respectfully, your obedient servant,

JAMES CAMPBELL.

Messrs. HARRIS & MORGAN,
New Orleans, La.

WASHINGTON, November 12, 1853.

DEAR SIR: It is with great reluctance that I encroach upon your time at this particular season of your official duties; but what I have to say can be read at your leisure, without much inconvenience.

After my interview with you, yesterday, I was impressed with the idea that you had received from some quarter erroneous and unfavorable views in regard to this great national enterprise that I am so deeply interested in. I trust, however, that you will not permit any such influence to operate in your mind without affording us an opportunity to be heard. I consider it a duty I owe you and your high position to explain, in a frank and upright way, the true object we have in view in regard to this project; it is to test the merits of this route for a mail communication, the benefit of which will accrue to the country, the government, and those engaged in perfecting it. We have asked no remuneration from the government while pursuing this enterprise, but have gone to work, at our own expense, and proved the entire feasibility of this rapid communication, without the least hope or expectation that the department should in any way be subjected, either directly or indirectly, to an acknowledgment of responsibility for future remuneration. We desire to establish a great national highway from ocean to ocean, over a route in which there is a saving of 1,800 miles, between New Orleans and San Francisco; and the day is not far distant when all the present routes will only be secondary to it. This opinion is based on reasonable grounds: first, the saving of time; and, second, the beauty of the country, and the salubrious climate over which the route passes. There is but one opinion on this subject among all Californians. We have conceived that, in offering to our government the facilities of a rapid mail communication on so important a route, we have a right to expect

from that government a liberal encouragement, at least by an expression favorable to an enterprise where so much energy and capital is invested. Our project has been fully investigated by the late cabinet, and, after their mature consideration, it was acted upon. The contract was sustained by an appeal of one-half of the United States Senate in a memorial to the department, and by the personal solicitation of the representatives from the south and west; also, by a memorial from the most influential citizens of Louisiana—the same being now on file in the department. General Rusk, who framed the law under which the contract was made, also urged the advantages of this communication on the department; among others were senators Gwin and Soulé. This communication must depend entirely on its merits, and by its advantages for the public welfare. If it cannot offer greater inducements to the government than the present routes, it cannot expect to succeed; but if it can be proved that this is the speediest route, the law seems not to be violated while offering facilities on the part of the government to test so important an object. We have, however, proved beyond a doubt that the transit can be made from sea to sea in from three to four days, and I hope you may offer us your liberal co-operation, without involving in the least a compromise of the public interest; it is no more than we have a right to expect from the department. Governor Marcy, without looking into details, has expressed to me similar views, and says that our communication seems to hold out great national advantages, and he did not doubt but that you would look on it in a proper light. I feel confident that Congress will support any measure that can be proved of public utility for the south and west; and this is a southwestern measure, without any demands from the public treasury, to build steam-ships or railroads. I know the feeling that existed last Congress on this subject, and I feel confident that it will be supported by the south and west.

I have spent several years of intense labor and a large amount of money in bringing this enterprise to its present position. I have passed through many deep and almost impenetrable barriers, and no impediment shall stop the consummation of this great national work, save that of the hand of Providence. I am sustained by capital and energy, and I know no fail where perseverance can do the work. My future reputation and welfare is largely involved in the success of this project, and I sincerely beg that you will form no premature opinion on this subject against my interest. I do not, however, believe that you would do so, without an honest conviction of your judgment; but I do know that all enterprises must expect opposition from various causes. Envy is no small feature to contend with; and we have had to combat against it, solely upon the ground that we have not been disposed to divide our interest with others. The late administration was made aware of these facts, and they received with great caution any information coming from doubtful sources.

I most respectfully ask that you will give an order, permitting me, as one of the contractors, to carry a mail over this route from California, leaving it optional with persons to send by this way, and to designate the same on the letter; and in giving such an order, I wish

you particularly to state that the department will in *no way be bound or any future remuneration for the service.*

Very respectfully, your obedient servant,

E. H. CARMICK.

Hon. JAMES CAMPBELL.

OFFICE OF THE MEXICAN OCEAN MAIL AND INLAND Co.,
November 23, 1853.

SIR: In accordance with a request from Messrs. Ramsey and Carmick, the contractors named in the contract hereinafter mentioned, I have the honor of reporting to your department *the real character of the relations this company sustains to the contract; the obstacles to the non-fulfilment of it by a date as early as was anticipated; and a few remarks explanatory of the route.*

On the 15th day of February, 1853, a contract was made by the United States government, acting by the Postmaster General, with Albert C. Ramsey and Edward H. Carmick, of Pennsylvania, to carry the United States mails between San Francisco and Vera Cruz, at certain definite and specific periods mentioned in the schedule of the contract, for the sum of \$424,000 per year, for the period of four years, with the privilege of extending it one year if the Post Office Department thought proper. This contract was not of that liberal form heretofore characteristic of all the other ocean mail contracts, but was in a form of that specific and detailed character peculiar to any short land service, where time might be insured to a minute. The contract was, in fact, so stringent as to be incompatible with any but an honest intention to fulfil its spirit and letter, in which spirit it was, in fact, assumed by the parties associated in its performance. This contract was printed and sent to the Senate at its last session, and is now on its files. By the 5th section of the law of 1848 it is illegal for contractors to assign their contracts; and although aware that the department is not bound to recognise any but the contractors, yet, frankness enforces the propriety of saying that, by specific covenants, this company have agreed with Messrs. Ramsey and Carmick to fulfil all the conditions of the contract on their part, to be kept and performed in relation to the land service between Vera Cruz and Acapulco, and that similar covenants have been made with the Pacific Mail Steamship Company (William H. Aspinwall, esq., president,) for the sea service between Acapulco and San Francisco. The contract distinctly specified that its schedule time (and in fact the spirit of the contract) was to the intent that it should form part and parcel of the contract for the Gulf service, being an extension of two of the trips between New Orleans and Vera Cruz, made (under a specific law, August 30, 1852) with Mr. Carmick, so as to form, in its own language, "*one through-line in sixteen days between New Orleans and San Francisco.*" The Gulf contract is without any condition as to an appropriation; but the larger or Pacific contract is made contingent upon an appropriation by Congress for its approval. The ques-

tion might be gravely raised, in looking at one contract as an integral part of the other, whether the appropriation by Congress of \$70,000 (a trifle more than it was bid for and taken by Mr. Carmick, viz: \$69,750) for the Gulf service, was not an approval in terms of the Pacific contract, and discharged the condition of approval contained in it. But inasmuch as the parties associated in the enterprise have no covert policy to pursue, and have not yet been able to carry the mails in contract schedule time between Acapulco and San Francisco, (although they have carried it repeatedly in six days, or two days less than schedule time, between New Orleans and Acapulco,) they have no disposition to raise issues or ask for unearned appropriations. They presented their claims to the last administration on the sole integrity, feasibility, and celerity of their route; the proposals for the service were regularly advertised, and the contract awarded to the parties as the lowest bidders, but not until the most critical, searching, and minute examination was made of the practicability of the whole route. The investigation was pursued by the late Postmaster General Hubbard with a critical acumen that must have detected any imperfection. The grants made to this company by the Mexican government, and authenticated according to the highest forms known to the Mexican laws, were not only critically examined, but verified at Washington by the Mexican legation. These grants, instead of interfering with treaty stipulations, will, if honestly developed, prove most conservative elements in sustaining such stipulations by the promotion of commercial, social, and domestic intercourse, and by the infusion of fraternal comity in political and civil relations.

The obstacles to the non-fulfilment of the Pacific service.—As before stated, the contractors, this company, and the Pacific Mail Steamship Company, entered into mutual covenants, by which the latter company obligated themselves to carry the mails between San Francisco and Acapulco according to the contract and schedule time as therein set forth by the department. At the date of the contract the Pacific Mail Steamship Company were running a weekly line of steamers between Panama and San Francisco, in the weeks intervening with their semi-monthly mail; and the late administration intended, by this weekly line and the Vera Cruz and Acapulco route, to send a weekly instead of semi-monthly mail to San Francisco, and in sixteen days from New Orleans instead of twenty-eight days (the average at that time of the semi-monthly mails) from New York. The Pacific Mail Steamship Company withdrew their weekly line, which of course prevented the execution of the Pacific service in contract time until steamers could be placed on the line between Acapulco and San Francisco, and which this company are making arrangements to effect, not only in reference to the line from New Orleans, but from New York, so as to carry passengers in sixteen or eighteen days from New York to San Francisco. In consequence, however, of the (early) non-performance of the Pacific service in schedule time, it is understood that your department rescinded the order made by the late Postmaster General Hubbard for the postmasters at New Orleans, San Francisco, San Diego, Monterey, and to forward letters by this route. The disappointment of the contractors by the withdrawal of the weekly line was great and em-

barrassing, and disordered the whole arrangements of this company; and while we respectfully defer to the abstract correctness of the position taken by the Post Office Department on account of it, we yet hope that a great enterprise, so eminently calculated to benefit our commerce, and one so earnestly demanded by our southern and western citizens, as intimately connected with their interests, might have a little further time to place itself right before Congress and the department.

It is respectfully suggested, in this connexion, that the Gulf service is punctually performed twice a month, and will be three times a month as soon as the steamer "*Vera Cruz*," now nearly ready, can be finished; that the land service, *as will be hereafter shown*, (see appendix,) has been performed, carrying an independent mail in sixty hours, (instead of one hundred and twenty hours, schedule time;) that this company have not asked for any special favors from the department—no advance on the appropriations—as other ocean mail companies have done; that no pay is asked for until the service is performed, and the money honestly and equitably earned; and that the 2d section of the law of March 3, 1851, is applicable to our case, viz: that the Postmaster General by this law "*shall be bound to select the speediest, safest, and most economical route.*"

We deprecate a negation of the contract by the department until further time is allowed us; and it is believed, in view of these facts and the spirit of the law last referred to, that our enterprise may receive an impartial consideration and presentation in your annual report on the Post Office Department. An official condemnation, emanating from the department under your administration, would be a serious obstacle in the development of the Mexican grants. *It is believed by many that the department had full power under the law to make the contract without the intervention of Congress for its approval;* but having been made with that contingency, it is now only asked that this enterprise may go before Congress on its own merits and integrity. A spirit of frank and honorable dealing renders it necessary for the undersigned to say, that a difference exists among the associated parties as to the real value and bearing of a government contract on this enterprise, and this difference may have reached the ears of the department.

Some of the parties believe that a government contract nationalizes the route, and gives it an importance superior to mere individual enterprise, and that the imperative necessity of "*making time*" insures more despatch. Others of the parties believe that a line of fast steamers from New Orleans to Vera Cruz, for the increasing southern and western travel from the valleys of the Mississippi and Ohio rivers, (composing the source of nearly seven-tenths of the whole resident population of California out of the city of San Francisco,) and another fast line of steamers from New York to Vera Cruz in six or seven days, by steamers built expressly for mail and passenger service, (and not naval service,) of about one thousand tons, in connexion with similar steamers from Acapulco to San Francisco in six days, would form a line that would take precedence of all others for celerity and certainty. Experience has exploded the idea that the mail and naval

service can be performed by the same steamers; and an examination of the steamers now in the employ of the United States and mail-service department verifies the position that steamers suitable for a marine battery are too slow for "mail service," and that the light and fast steamer which can be propelled three hundred and fifty miles in twenty-four hours is not suitable for a battery corresponding with her tonnage or power adequate to such speed. They believe that such a line, by this overland route, in sixteen, or eighteen, or twenty days, with an independent mail, would seriously diminish the postage receipts of the government, if not virtually supersede them, and render the present mail contracts a sinecure in the hands of the parties holding them. If offices should be opened in proper places for the receipt of mail matter by advertisements, and the company should enclose that mail matter in government-stamped envelopes, and guaranty the delivery of the mail by this route in six, eight, or ten days earlier than by the present government route, it is evident that the great bulk of the mail matter would go by the quickest route, even at double, triple, or perhaps quadruple the present charge for postage. Such an independent mail (*clearly within the law*) would, it is confidently believed, measurably supersede the government mail, and reduce the postage to a pittance. Moreover, such an independent line, not being trammelled by government time, might connect with it English, West India, Australian, and Asiatic mails, all of which are specifically allowed by the several Mexican grants held by this company; and it is believed that the time is not far distant when an English express independent mail in forty-seven days, with Australia, will be in operation. It is also thought by some that this company should be entirely disembarassed, in order to give an exclusive right to certain foreign interests.

Having frankly stated the difference of opinion on this subject among the associates in this enterprise, it is proper to say that a route nationalized by a public contract is the true official expression of the company's opinion, and the one which is now before the department. In conclusion on this point, it is respectfully suggested that this route is to be one of the great inter-oceanic routes of Atlantic, California, and Asiatic travel; that this enterprise may be fully developed by the present administration of our government without expense in its initial operations, but mainly by a prudent forbearance and official approbation, and by an order to carry such mail matter as our citizens may choose to send by it.

The enterprise is emphatically a southern and western one; although originated by Pennsylvanians, yet its vitality is due to New Orleans and southern influence, as the very numerous memorials on the files of the department or Congress, and signed by southern and western senators and members, will attest. The steamer Texas, which has been performing the Gulf service during the last summer, has carried a large amount of specie into New Orleans, (at the rate of one million and a quarter per annum;) and soon as the specie and express wagons of this company are fully at work, millions of dollars will flow into the New Orleans mint from the gold placers and silver mines of Mexico now being worked by American and Mexican combined skill.

Of the practicability of the route.—The direct mail route runs from Vera Cruz, by the way of Orizava, Cordova, Puebla, Matamoras, Chietla, Mitapec, Kalcozotitlan, Chilapa, Tixtla, to Acapulco, with branches from Puebla up to Mexico and via Cuernavaca.

This road was called by Humboldt the "*Asiatic road*," as indicative of the maritime commerce of Spain; *and is the oldest road on the continent of America*. This route is no new thing, as many suppose, but the whole enterprise is but a recast of one developed long before our country had its name or a place among the nations of the earth.

Hundreds of millions of dollars have been received by the government of Old Spain, transported over this road, in the interchange of productions between the flotas of Spain and the galleons of the Indies, and millions of American commerce are yet to be rolled over it in the progress of American enterprise. The distance direct (as will be seen by the annexed itinerary) from Vera Cruz to Acapulco is 404 miles, and via the city of Mexico 517. Colonel Ramsey has since shortened this distance to under 390 miles, and it will be reduced to less than 350.

Over this road the materials and machinery for the vast coffee and sugar plantations of Mexico have to be transported, and these plantations for magnitude and productions are almost unequalled.

From the fact that the current of foreign travel has been turned towards the capital of Mexico, by the way of Jalapa and Perote, and also from the further fact that the *very limited amount of American* knowledge of Mexico is associated with the line of operations of the American army during the late war, less is publicly or *correctly* known of our lower, or more southern route, than of the upper or northern route. The lower and shorter route presents the facilities of being six hours shorter to Puebla, and of having lower grades, and a climate unequalled for healthfulness, salubrity, and intertropical luxuriance of productions.

There are features about the roads of Mexico generally that distinguish them from our northern roads; they are not muddy, having no frosts to produce periodic deterioration; they are only slightly disturbed during the rainy months of June, July, and August. The rains during these rainy months are not continuous, all-day rains, but fall in showers seldom longer than an hour, generally in the afternoons, and at night, and the intervals between these showers are unclouded and salubrious. The whole geological formation of Mexico is eccentric, and the soil generally composed of the debris of matter of volcanic origin. Such materials form the best roads, and with an exemption from frosts, dust, mud, and rain, except in the rainy seasons, and with no fences to obstruct the facilities for turnpike, road-making, and travelling, presented in this part of Mexico, are unequalled.

It should be remembered that this company are not encumbered with the necessity of enormous expenditures for making canals, building railroads and plank-roads, to develop their resources; they have only to expend under \$50,000 to make one of the finest roads in the finest climate of North America, to travel smoothly and pleasantly, at the rate of seven and ten miles per hour, from the Atlantic to the Pacific ocean.

From the certificate of Mr. Blumenkron, (see Appendix A,) a gentleman intimately acquainted with the whole route from personal observation, it will be seen that the facilities for the transportation of mails and passengers across the republic is the work of but little effort and expense; and from the extracts of Colonel Ramsey's letter, (see Appendix B,) it will be seen what has actually been done. From these statements—and they are daily corroborated by Americans and Mexicans who have passed over the route—it appears that the mails have been carried over (at the worst of all seasons, the rainy ones) in 50, 60, 70, 80, and 81 hours; that the letter of Mr. Tyler announces their arrival at Acapulco in six days from New Orleans, and that the mail time across may be reduced to 48 hours, and passenger time to 54.

The difficulties, dangers, and expense of mail transportation over this route are not comparable with the Panama route, as it formerly was, or even as it now is, as to the 17 miles yet uncovered by railroad; and this company confidently believe that they will be able to carry the mails over this route for a sum 50 per cent. per mile less than by the Panama route, and in a time under three days.

The company have placed a portion of their rolling stock upon the road, at present equal to the transportation of fifty passengers per week from ocean to ocean. This rolling stock consists of the very best built Albany and Troy post-coaches, Concord (New Hampshire) passenger, baggage, express and specie wagons, and about 500 horses and mules, (at the last report 493.)

It is hoped the next advices from Colonel Ramsey will give information that this rolling stock is in operation. It is intended to increase the rolling stock with the increase of travel. The local travel and business in Mexico will alone pay a large interest on the investment; and were there no connexion with steamers on either side, and as a mere stage route, the profits will be large, especially when that portion of the route through the State of Guerrero is properly worked and widened, and over a portion of the route the company hold the exclusive right of passage, ferries, tolls, &c., for fifty years.

This company apprehend no difficulty in transporting any mails on account of the weight, inasmuch as the company will be prepared to transport the English mails, between England and Australia, in under 47 days; and those mails, it is said, weigh 11 and 12 tons.

The remarkable feature in this route is, that it passes through a constant succession of cities, villages, ranches, &c., (few scarce ten miles apart,) and through a population as dense as might have been found on the old turnpike mail road from Albany to Buffalo before the age of railroads, or on any of the great leading mail routes of New York and Pennsylvania of a ratable distance; and the annexed itinerary, taken from official Mexican documents, verifies the position.

Fears have been expressed that robberies might endanger the mail, passengers, or property. This difficulty has been wondrously magnified, and is provided against, as the vehicles of this company are all armed with blunderbusses and revolvers; and small, but strong, light, iron boxes for specie, jewelry, and valuables, are securely attached as fixtures in each coach. The material fact, however, on this point is, that this line of route is seldom visited by robbers, owing to

the more peaceful, permanent, and dense character of the population, and the consequent exposure to detection. General Santa Ana has, moreover, made a decree that the inhabitants of each district shall be responsible for the damages by such depredations.

Much more might be said in relation to this route, but this memorial has already become too long. Reiterating our former assertion, that we only ask the opportunity of placing ourselves honorably before Congress, on our own integrity, we hope that our enterprise may receive such official sanction from the Post Office Department as may be most compatible with the interests of the government and the benefit of the community.

With great respect, your obedient servant,

ROBERT G. RANKIN,
President M. O. M. & I. Co.

Hon. JAMES CAMPBELL,
Postmaster General.

APPENDIX A.

I hereby certify that I am intimately acquainted with the road between Vera Cruz and Puebla, and thence to Acapulco.

Having been engaged in mercantile business at Puebla for the last seven years, I am intimately acquainted with every mile of this road, having, from the nature of my business, been compelled often to travel over the whole route, and am therefore free to say that the whole distance can be travelled in stage-coaches without any impediment—this road being free from robbers—and will require only an expenditure of from \$25,000 to \$30,000, to make it equal to any stage route in the United States; and at this time, without the expenditure of even a single dollar, the whole distance can be travelled in stage-coaches, with the exception of about thirteen leagues, with the utmost facility and expedition. The mail is now taken from Vera Cruz to Acapulco in sixty hours, which time will be shortly reduced to fifty hours; and this distance can be regularly travelled with the mail coaches in that space of time the whole year round.

J. BLUMENKRON.

CITY OF NEW YORK, November 22, 1853.

APPENDIX B.

Extracts from letters received from Colonel Ramsey, in Mexico, of the dates following.

“AUGUST 29, 1853.

“I have received a letter from Mr. Markoe, an agent at Vera Cruz, dated August 22, in which he says: ‘The Texas left this morning at

8 o'clock a. m. The express arrived last night at 8. It left Acapulco on the 17th at 4 p. m.' Mr. Tyler writes me: 'The riders have done nobly in getting through in the time they did, considering the state of the roads, (in the height of the rainy season.)' Mr. Denman, at Acapulco, writes me from Acapulco, August 23: 'Your express which left Vera Cruz on the 17th instant at 4 p. m., arrived here on the 22d at 4½ a. m.'"

"SEPTEMBER 15, 1853.

"I only returned last evening from a trip I have been making over some distance of our route. The express mail is not working to my entire satisfaction, as too much time (80 hours) is too long, and I am anxious to improve this important service."

"By the time that the rains are over, all our animals will be in prime condition—say by the 1st November—and then our agents assure me they can easily make the distance under 60 hours. This season has been unprecedented for heavy rains and bad roads. We have now passed through the worst of it, making the experiment under every possible disadvantage, and proving that we can always run from port to port in 80 hours at the farthest."

"I have a letter from Señor Gernez, the Secretary of State of Guerrero, dated the 7th instant, in which he says: 'The courier left Acapulco on the 4th instant, at 4 p. m., and arrived here, (Tixtla,) in this city, on the 5th, at 2 o'clock p. m.' Now, by looking at the distance, you will perceive that it is over the worst part of the road, and more than one hundred* miles, at the very worst season of the year."

"OCTOBER 3, 1853.

"I have been informed by the agent of the Pacific Mail Steamship Company at Acapulco that the steamers will not hereafter touch at that port. If this be the fact, it will be grave matter for the consideration of our company. In that event, we will be cut off from receiving or forwarding any California mails until we establish a connexion of our own."

"The careful examination I have directed to be made recently of the whole length of our route, has dispelled many of the obstacles and difficulties which we had supposed would have to be encountered. I always supposed that, as we became more familiar with the route, and with the country on both sides of it, difficulties would vanish.

"Our express mail has not only demonstrated the time in which we can run over the route, but also the obstacles in the very worst season of the very worst year."

"My last reports received of the time of the couriers from Vera Cruz, on the 17th September, 4 p. m., were as follows: Arrived at Puebla 4 p. m. on the 18th; arrived at Mitapepec 11 a. m. on the 19th; arrived at Draper 3½ p. m. on the 19th; arrived at Papagallos river 10 a. m. of the 20th; arrived at Acapulco at 6 p. m. of the 20th—the

* The distance has since been reduced.

whole time three days and two hours. At least four hours were lost by the courier going through Chilpanzingo, which was out of the way."

"OCTOBER 15, 1853.

"Since writing the above, I have thought it best to finish the subject of the gold placers on the Mescala river. The existence of these mines have long been known. You will find them mentioned in my notes on this valley, under the article on 'Mines;' but recently gold has been found in such abundance as to cause a sensation; people rush in crowds.

"Since then other more extensive placers have been discovered on the Papagallos river in the line of our route. These have created a still greater sensation, as you will see by the papers. My notes on the mines are almost incredible; but it is gratifying to find every day new confirmation of all that I described of the astonishing mineral wealth of that country.

"If I can leave the city in order to attend more closely to this express line, I could soon convince you that eighty hours is slow traveling. The last reports I sent you show an improvement on this, by reducing the time to seventy hours. My orders will now, I trust, be obeyed, as it is pretty evident I will take no excuses. I have now ordered the mail to be carried in sixty hours, which is only a beginning. If my orders are carried out, in six weeks time *I will have it done in forty-eight hours, which will be at about seven miles per hour. This is no great feat in such a country, in such a climate, and on such roads.* Were the horses now in the proper condition, which they would be, had they been properly fed and attended to, I could now perform it in forty-eight hours. You remark, 'the route being feasible for an express mail under all the difficulties incident to such an enterprise, why not feasible for heavy mails and passengers?' To this let me answer that the route, beyond all question, is feasible for heavy mails, as much so as for light mails; we will gain vastly in time as soon as we can put on our stages.

"You must have been in mind that between Rincon and the crossing of the Papagallos there are no mountains; and, to make the road practicable for stages, it only requires some widening at the most trifling expense. Our Concord wagons will suit admirably for this purpose.

"I am ashamed of our contract to carry the California mail to New Orleans in sixteen days, when I know we can carry it even to New York in a less number of days. It has actually placed us in a false position, from which we ought to relieve ourselves by a practical demonstration.

"I regret extremely that the steamers have not joined us at the ends of our route, so that we could demonstrate the few hours in which we can make the distance across Mexico. All that I may report to you—all the certificates of speed—will not satisfy the public; they must have the letters and news from California. It is your affair to require them to make the connexion."

ACAPULCO, *September 23, 1853.*

DEAR SIR: I have to acknowledge the receipt of yours of the 16th September. In reference to your metallic boat, it is in good order, excepting that the air-chambers have been cut open for the purpose of stowing baggage.

It is with much gratification that I received correspondence from New Orleans in six days, by your last mail, which arrived here on the 20th instant at 7 $\frac{1}{4}$ o'clock p. m.; and I am now satisfied that, at present, this route presents facilities for the most rapid mail communication between California and the United States.

Yours, truly,

S. TYLER, *Agent.*

ALBERT C. RAMSEY, Esq.,
Vice President and Agent, Mexico.

OFFICE P. M. S. S. Co.,
Acapulco, September 21, 1853.

DEAR SIR: Your mail was received last night at 6 o'clock, bringing dates from New Orleans to the 14th inst., which is very satisfactory, being as yet, I think, the quickest time from the United States.

The down boat from San Francisco, I have advised you, will not touch, for which I am very sorry; but your mail matter will receive quick despatch for San Francisco.

Yours, truly,

S. TYLER, *Agent.*

ALBERT C. RAMSEY, Esq., *Mexico.*

[From the Universal, September 19, 1853.]

Improvements in the State of Puebla.

The Eco del Comercio of Vera Cruz, in its number of the 14th inst., (September, 1853,) has the following paragraphs:

“The Prefectura of Matamoras, in the State of Puebla, have under their charge the repairing of the road which connects that State with the State of Guerrero, and the work has been under the direction of Senor José Maria Pavon since last January, with 70 presidential soldiers, afterwards increased 80, provided with plenty of tools, rations, and clothes from the municipal funds. In the first three months of that year, 15,000 yards of road were opened near Mitapec to the State line of Guerrero; and to the last dates, the 31st July last, 3,563 yards were repaired near Chietta; and near Tepeojiema, (S. Juan Espanthan,) 8,529 yards.

Order of the Mexican government to facilitate our mails.—General direction of mails.

MEXICO, July 18, 1853.

In a supreme order of the 6th inst., which I received on the 16th, his excellency the Minister of Hacienda (Treasury) writes to me as follows :

“ His excellency the President is informed, by your official despatch No. 95, dated the 22d of June last, of the improvements introduced by Mr. Albert C. Ramsey in the line of steamers between Acapulco and San Francisco, in California, and between New Orleans and Vera Cruz, and in that of mails from that port to Acapulco, whose days of arrival and departure are stated in the copy which accompanies yours ; and you ask to be authorized to publish the same. His excellency has been pleased to accord this permission, which I communicate to you in answer for that purpose. To the same effect, their excellencies the governors of the States of Vera Cruz, Puebla, Mexico, and Guerrero have been written to, to place no obstacle in the way of the fixing the posts of Senor Ramsey, but, on the contrary, to afford every facility in placing these very useful establishments.”

I have the honor of transmitting this to you for your information, and in answer to your communications of the 16th June last and the 12th inst., assuring you of my consideration and particular esteem.

God and liberty.

P. M. ANAYA.

Mr. ALBERT C. RAMSEY.

General direction of mails.

MEXICO, July 18, 1853.

By virtue of the contract (by supreme approbation) made with Don Alberte C. Ramsey, with this general direction, to transport through the territory of the republic the mails coming from foreign places, and going also to foreign ports, by means of the ocean line of steamers between Vera Cruz and New Orleans, and between Acapulco and San Francisco, in California, the said Mr. Ramsey has arranged the trips of the said mails in the following manner :

Line of steamers between Vera Cruz and New Orleans.—Leave New Orleans every month the 1st, 14th, and 25th ; arrive at Vera Cruz the 4th, 17th, and 28th. Leave Vera Cruz the 1st, 8th, and 22d ; arrive at New Orleans the 4th, 11th, and 25th.

Line of steamers between Acapulco and San Francisco, connecting with the express from Vera Cruz to Acapulco.—Leave Vera Cruz every month the 4th and 17th ; arrive at Acapulco the 9th and 22d. Leave Acapulco the 9th and 22d ; arrive at San Francisco the 17th and 30th. Leave San Francisco the 8th and 24th ; arrive at Acapulco the 16th and 1st. Leave Acapulco the 16th and 1st ; arrive at Vera Cruz the 21st and 6th.

All of which is, by supreme order, published for information.

P. M. ANAYA.

NEW YORK, *November 28, 1854.*

SIR: The undersigned would respectfully call your attention to their contract of the 3d of March, 1852, with the department, for the transportation of the United States mails between Vera Cruz, in Mexico, and Acapulco, San Diego, Monterey, and San Francisco. By this contract it was stipulated and intended to transport the mails semi-monthly between New Orleans and San Francisco in sixteen days, (consecutively,) and surety for a large amount was given for the faithful performance of the service. By the terms of this contract it was subject to the approval of Congress, and also to an appropriation by the same.

The undersigned immediately prepared to perform the service in order to satisfy the requirements of the department, and also to save their surety harmless from their heavy obligation. Steamers were provided for the service on the Pacific ocean, and one of the undersigned proceeded to Mexico to take charge of the line between Vera Cruz and Acapulco. Horses, mules, harness, stages, wagons, and other materiel were rapidly collected to furnish all that was required for the 384 miles of land conveyance across Mexico. At the same time a small letter mail was established, which commenced operations in July of the same year. By this method it was designed to transmit, rapidly, intelligence between the Atlantic and Pacific cities of the Union until the stages and other materiel were properly placed on the line. Under this temporary arrangement, newspapers and letters were carried between California and New Orleans in fourteen, thirteen, and twelve and a half days. Had the arrangement been completed for connecting with the steamers at Vera Cruz and Acapulco, in no instance would the time have exceeded thirteen days, as the distance by land across Mexico, from sea to sea, was performed with great ease and security in less than three days. Frequent experiments were made on parts of the Mexican road to test the time required for the transportation of the mails when the stages were placed on the route, and it was found that as soon as the mails were transported in the vehicles prepared for that purpose, the time would not exceed forty-eight consecutive hours between Vera Cruz and Acapulco.

It was the intention of the undersigned to have commenced with the mail stages in the month of December, as they were all ready prepared and on the ground for that purpose. The expenses incurred under the contract at that time, amounted to the sum of ninety-eight thousand dollars, (\$98,000,) of which \$56,000 have been paid, and the balance remains unliquidated. But the department having at this time expressed, in an annual report to Congress, a disapprobation of the contract on the ground of the impolicy of conditional contracts, the undersigned ceased their operations, and, consequently, have sustained serious damages from the action of the department. It is to be regretted that the department should have interposed to break up this enterprise, which, by the terms of the contract, was to be exclusively in the power of Congress. It is also to be regretted that this route, the shortest and best for the rapid transmission of the mails,

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should thus remain unoccupied at the present time. The undersigned are still ready and willing to perform the service in the time and mode specified, and would further suggest that if they were not required to touch at Monterey and San Diego, they would further stipulate to carry the mails, at all times, so as to make each trip between San Francisco and New Orleans in less than thirteen days. By the other routes the time now required is some nine or ten days more. Thus an important saving of time would be effected, and a corresponding benefit to the public.

Very respectfully, your obedient servant,

ALBERT C. RAMSEY.

EDWARD H. CARMICK.

Hon. JAMES CAMPBELL,

Postmaster General.

POST OFFICE DEPARTMENT,

November 30, 1854.

GENTLEMEN: Your letter of the 28th instant has been received. The conditional contract for service between San Francisco and Vera Cruz, to which you refer, was executed on the 3d of March, 1853, just before I came into office. My attention was called to the subject of Mr. Rankin's letter of the 16th of June, 1853. In my letter of the 9th July following, I gave my views at length in regard to this contract; and if sums of money were expended by you after that time, it was done with a full knowledge of my views, which remain unchanged.

I am, respectfully, your obedient servant,

JAMES CAMPBELL,

Postmaster General.

Messrs. RAMSEY & CARMICK,

New York, N. Y.

NEW YORK, *December 20, 1854.*

SIR: Your letter of the 30th ultimo was duly received. In referring to the contract between the department and ourselves, you say that, on the 9th of July, 1853, you made known your disapproval of the contract in a communication in answer to a letter from R. G. Rankin; and if we have expended money after that time, on account of the contract, we have done so with a full knowledge of your views.

We were not informed, by your letter of the 9th of July, that you had any intention of annulling our contract. We had completed all our arrangements for stocking the road across Mexico prior to the receipt of your letter; and, on account of the same, have expended the sum of ninety-eight thousand dollars, (\$98,000;) and our surety for the faithful performance of the contract had been given, and we were bound to be ready to carry the mails.

Your letter certainly did not annul the contract; for then our sureties would have been released from all responsibility on our account, and we absolved from all reproach for the failure of the enterprise. On the contrary, the department still considered the contract binding upon us, as is apparent from the subsequent correspondence with Messrs. Harris & Morgan. The steamers belonging to these gentlemen were carrying the United States mail between that city and Vera Cruz. They had addressed you on the subject of a change in the days of departure from each port, so as to connect, by means of our line across Mexico, with the Panama steamers, at Acapulco, running to San Francisco; and thus supplying additional facilities for a more rapid and frequent transmission of intelligence to and from California. The advantage of this arrangement would have been immense to the Atlantic and Pacific cities, without any inconvenience to the department, and moreover without one dollar expense to it; of course, this arrangement was intended to continue only until the appropriation should be made under our contract, when steamers were to be placed on the line between Acapulco and San Francisco.

The wishes of Messrs. Harris & Morgan, as well as those of the Pacific Mail Steamship Company, desiring this temporary change in the schedule time between New Orleans and Vera Cruz, were fully communicated in writing to the department. But in your letter to Messrs. Harris & Morgan of the 3d of November, 1853, you refused to accede to this request; predicated your refusal on our contract made with your predecessor, Mr. Hubbard, for the transmission of a semi-monthly California mail, in which it was not contemplated that the mails sent from New Orleans, via Vera Cruz and Acapulco, should go forward to California by the Panama steamers, but by another line running only between Acapulco and San Francisco; and which contract was awaiting the sanction of Congress. You add: "No such sanction has yet been given by Congress; but apart from this, and without troubling you with my views on the subject, it is simply necessary for me to say, that there can be no recognition by the department of any arrangement by which the additional semi-monthly mail, clearly contemplated by the then Postmaster General, can be dispensed with." In this there is a positive recognition of our contract or arrangement with Mr. Hubbard as still existing, which the department would not "dispense with," although it would, while our appropriation was pending, have shortened the time some ten days to and from California by connecting with the Panama steamers touching at Acapulco.

When the annual report of the Post Office Department, in December, 1853, was transmitted to Congress, we were led to believe, for the first time, that you had decided virtually to annul our contract, as the estimate for an appropriation under the contract was not sent in by you, but another route for a semi-monthly mail was recommended. You will thus perceive we were not apprized of the intentions of the department until the close of the year 1853, when all our expenses had been incurred, and when, in consequence of the official report, our operations ceased.

In conclusion, the department, by its action, having virtually an-

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nulled the contract, and having assumed to do that which, by the terms of the contract, was left to Congress, we therefore deem ourselves grievously damaged, and have more than an equitable claim for redress.

Very respectfully, your obedient servants,

ALBERT C. RAMSEY.
E. H. CARMICK.

Hon. JAMES CAMPBELL, *Postmaster General*.

SENATE CHAMBER, *August 8, 1856.*

SIR: The Committee on the Post Office and Post Roads of the Senate have assigned to me, as one of its members, the consideration of the enclosed memorial of Messrs. Ramsey and Carmick, relating to a certain mail contract with this government.

I therefore take the liberty to request that you furnish me with all the information, if any, now in possession of the department, not already communicated by you to Congress on this subject. The committee desire an early meeting to consider this matter; you will, therefore, much oblige by communicating whatever you have to say on this subject as soon as Monday morning, or earlier, if your convenience will permit. Please return the memorial.

I have the honor to be, sir, very respectfully, your obedient servant,
CHARLES DURKEE.

Hon. JAMES CAMPBELL,
Postmaster General, Washington, D. C.

POST OFFICE DEPARTMENT,
Washington, August 12, 1856.

SIR: I am in receipt of your letter of the 8th instant, requesting to be furnished "with all the information, if any, now in possession of the department, not already communicated" to Congress, on the subject of the conditional contract entered into between the late Postmaster General, Mr. Hubbard, and "the Mexican Ocean Mail and Inland Company," for the conveyance of the mail between San Francisco and Vera Cruz, via Acapulco.

My letter of 31st January, 1855, to the Speaker of the House of Representatives, and accompanying papers, (see House Doc. No. 47, 33d Congress, 2d session,) contain the principal facts known to me in this case. The action of the department with reference to this subject shows clearly throughout that it has had one point steadily in view, namely, to avoid every possible step whereby the government might become responsible for any expense in the matter, before Congress should decide upon the question whether vitality should be given to the contract, "by the passage of an appropriation to carry it into effect."

The records of the department show that, in the first instance, the late Postmaster General, Mr. Hubbard, refused even to advertise for proposals for this line, and confined his advertisement (of September

30, 1852) simply to the route established by special act of Congress, from New Orleans, via Tampico, to Vera Cruz. Subsequently, on the 18th of October, 1852, he was induced to withdraw that advertisement and substitute another, in which proposals were invited for the extension of the New Orleans and Vera Cruz line to San Francisco. There is no law *directing* the Postmaster General to make a contract for service between Vera Cruz and San Francisco; and it was well understood, as expressed in the conditional contract for this line, that the whole matter was to be left for the decision of Congress.

The contract being executed in this manner, on the application of the contractors, the Postmaster General, Mr. Hubbard, consented, on the day before he left office, under date of 7th March, 1853, to authorize (not instruct) the postmasters of New Orleans, San Francisco, Monterey, and San Diego, "to make up and send mail by the Vera Cruz and Acapulco line, containing letters or papers expressly directed to go by that line, when said communication is open, and the contractors are prepared to carry a mail on the terms of their contract of February 15, 1853." In writing to the contractors, he took the precaution to say, that he had given this authority to the postmasters "with the express understanding, that neither this department nor the government is to be in any way holden for any expenses attending such service; but, as provided in the contract, it is left to Congress to determine whether the contract is to be sanctioned by an appropriation to carry it into effect, the pay, if any, for said service commencing only in accordance with the terms of the contract," namely, "from the time Congress should ratify the contract."

As a further evidence that Mr. Hubbard did not intend that the department should be placed in a position involving any pecuniary responsibility in the matter, it may be observed, that on the 8th of March, 1853, the day his resignation of the office of Postmaster General took effect, in answer to a request from William H. Aspinwall, esq., to be apprized when he wished the service begun, he communicated to him a copy of the letter to Messrs. Ramsey and Carmick, above referred to, "as showing all the action the department was then disposed to take in the matter."

A few days after coming into office, on the 11th of March, 1853, in obedience to a resolution of that body, I communicated a copy of this conditional contract to the Senate; but my attention was not particularly called to the terms of the agreement until the receipt of Mr. Rankin's letter of the 15th June following. So soon thereafter as I could give the subject my attention, I came to the conclusion that I could not approve of the arrangement; and, in my letter of 9th July, in reply, I took occasion frankly so to express myself. Entertaining these views, I deemed it but just to the contractors that they should be thus early advised of them, in order that they might not be disappointed in any hope or expectation they might have had that they would receive the aid of the department in favor of their project before Congress. In my first annual report, referring to the fact that I had already communicated a copy of the contract to the Senate, and stating its terms, I gave my reasons why the contract did not meet my approbation; but it is needless to say that in all this there was

nothing to prevent Congress, had it been so disposed, from ratifying the contract "by the passage of an appropriation to carry it into effect." The same may be said with reference to my order of 23d November, 1853, requiring the postmasters, before delivering any mail to the proprietors of the Acapulco line, should it be applied for, first to "report to the department for further instructions;" and so, also, in regard to my letter of 3d November, 1853, to the contractors on the New Orleans and Vera Cruz route.

There was nothing in any of these acts which the department had not the perfect right to do, and my reasons for them are stated in my letter of 31st January, 1855, to the House of Representatives. The department was under no obligation to aid the proprietors in any efforts they might find necessary to secure the ratification of their contract by Congress. This was a matter entirely their own, and all the department had to do was to see that the contract was fulfilled, *should Congress declare it to be a contract.*

The memorial of Messrs. Ramsey & Carmick, accompanying your letter, is herewith returned.

I am, very respectfully, your obedient servant,

JAMES CAMPBELL.

Hon. CHARLES DURKEE,

Committee on the Post Office and Post Roads, U.S. Senate.

POST OFFICE DEPARTMENT,

Contract Office, December 1, 1856.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1856, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the number of miles of transportation, and the cost thereof, as it stood at the close of the year.

Table B shows the number of mail routes in operation, and the number of mail contractors, route agents, local agents, and mail messengers, in the service of the department on the 30th of June, 1856.

On the 1st of July last, the new service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, was put in operation; the first quarter of which expired on the 30th of September, 1856.

Table C exhibits the service of this section as it stood at the close of the contract year, 30th of June, 1855, and at the close of the first quarter of the current year.

Table D exhibits the railroad service as in operation on the 30th of June, 1856; also the cost per mile in each State.

Tables E and F exhibit the railroad and steamboat service for the current year, showing the particulars of each railroad and steamboat route.

I have the honor to be, very respectfully, your obedient servant,

WM. H. DUNDAS,

Second Assistant Postmaster General.

Hon. JAMES CAMPBELL, *Postmaster General.*

A.

Table of mail service for the year ending June 30, 1856, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territories.	ANNUAL TRANSPORTATION AND RATE OF COST.																		
	Length of routes.	Mode not specified.				In coach.		In steamboat.		By railroad.		Total annual trans- portation by mode not specified.	Total annual trans- portation by coach.	Total annual trans- portation by steam- boat.	Total annual trans- portation by railroad.	Total annual trans- portation.	Total annual rate of cost.		
		Miles.		Dollars.		Miles.		Dollars.		Miles.								Dollars.	
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.								
Maine.....	4,785	2,027	14,702	2,308	31,582	450	44,810	455,052	940,164	.....	457,392	1,852,608	91,094						
New Hampshire.....	1,959	695	7,353	776	8,820	60	31,340	192,556	298,584	28,080	490,412	1,009,632	47,946						
Vermont.....	2,335	608	6,582	1,270	15,252	.....	46,094	167,700	562,944	.....	567,840	1,298,484	67,928						
Massachusetts.....	3,130	794	14,492	806	17,094	260	124,790	348,248	451,984	152,880	1,562,392	2,515,504	160,876						
Rhode Island.....	405	140	2,661	112	2,291	59	9,044	73,736	59,488	29,432	117,312	279,968	14,595						
Connecticut.....	1,948	723	12,077	489	8,786	12	68,606	276,068	224,432	7,488	927,302	1,435,290	90,069						
New York.....	13,701	5,211	60,329	5,308	98,949	402	311,698	1,483,139	2,638,116	270,608	3,543,280	7,935,143	485,775						
New Jersey.....	2,618	789	7,157	1,386	16,068	27	56,541	268,754	575,692	10,656	559,520	1,423,622	82,188						
Pennsylvania.....	13,550	2,792	69,248	4,571	78,576	55	122,188	1,437,603	2,073,032	22,880	1,152,450	4,685,965	271,269						
Delaware.....	530	205	2,644	325	8,020	.....	.....	56,680	142,584	.....	.....	199,264	10,664						
Maryland.....	2,866	1,530	21,158	719	21,414	617	159,008	396,710	364,208	.....	948,428	1,709,346	201,580						
Ohio.....	13,436	7,713	62,785	2,838	71,774	187	294,424	1,337,252	1,267,084	39,936	2,294,434	4,038,706	434,983						
Virginia.....	14,489	10,262	89,195	2,136	49,160	1,082	136,535	1,780,221	805,047	324,472	867,105	3,794,845	305,288						
North Carolina.....	9,311	6,803	48,317	1,837	47,233	162	81,871	903,478	740,142	54,912	485,888	2,184,420	181,689						
South Carolina.....	6,466	4,481	43,629	316	8,951	880	125,492	712,270	107,038	166,400	811,876	1,797,584	179,872						
Georgia.....	9,908	5,778	51,359	1,136	30,182	1,979	157,244	841,854	363,844	245,336	1,278,602	2,729,636	252,945						
Florida.....	4,231	1,915	14,942	655	15,573	1,661	.....	195,448	183,040	168,050	.....	546,538	88,665						
Michigan.....	7,091	4,700	41,576	941	16,899	770	88,466	757,830	464,324	136,586	751,608	2,110,348	151,201						
Indiana.....	9,369	6,932	73,347	1,228	48,296	.....	93,894	1,159,496	490,256	.....	1,064,544	2,714,296	215,537						
Illinois.....	12,741	8,232	112,707	1,937	45,045	189	203,259	1,573,630	611,208	58,864	2,452,320	4,696,072	371,838						
Wisconsin.....	6,905	4,521	48,197	1,996	35,496	83	14,537	687,483	518,544	34,528	250,224	1,490,774	101,056						
Iowa.....	7,366	5,736	75,693	1,490	21,599	140	.....	1,160,328	340,522	87,360	.....	1,588,210	105,092						
Missouri.....	13,446	9,901	88,351	3,224	102,637	239	3,280	1,478,640	491,580	111,852	51,168	2,133,240	209,268						
Minnesota Territory.....	4,463	3,355	17,690	428	6,007	680	.....	241,354	66,176	187,460	.....	494,990	34,497						
Kentucky.....	8,185	6,329	46,460	1,530	68,278	135	17,866	1,064,394	791,794	98,280	215,834	2,170,302	141,604						
Tennessee.....	9,425	7,447	67,366	1,220	29,853	489	41,500	1,272,260	425,048	114,426	391,664	2,203,398	153,719						
Alabama.....	8,609	6,661	69,849	1,308	101,754	236	53,062	1,202,348	814,528	87,776	372,649	2,477,301	243,377						

Mississippi	8,844	6,762	81,229	1,149	47,085	677	69,500	256	12,640	1,256,840	579,060	211,224	109,772	2,156,896	210,454
Arkansas	8,709	6,958	54,683	1,111	60,738	640	45,000	.....	.....	977,912	348,192	150,280	.....	1,476,384	160,421
Louisiana	7,227	3,971	52,552	871	42,172	2,229	†381,624	156	12,200	581,568	256,672	1,012,916	85,280	1,936,436	488,548
Texas	12,360	9,508	89,727	1,682	61,021	1,170	70,920	.....	.....	1,268,616	512,824	194,880	.....	1,976,320	221,668
California	3,038	1,493	33,823	1,241	56,521	304	52,000	.....	.....	206,722	444,912	175,656	.....	827,290	142,344
Oregon Territory	968	729	18,121	95	3,650	144	8,100	.....	.....	75,816	9,880	29,952	.....	115,648	29,871
New Mexico Territory	980	70	1,850	910	33,500	.....	.....	.....	.....	7,280	21,840	.....	.....	29,120	34,650
Utah Territory	1,132	992	13,548	140	1,200	.....	.....	.....	.....	33,968	14,560	.....	.....	48,528	14,748
Nebraska Territory	1,138	505	3,085	633	12,000	.....	.....	.....	.....	36,510	65,832	.....	.....	102,342	15,085
Kansas Territory	1,978	1,647	17,190	331	5,880	.....	.....	.....	.....	173,676	49,816	.....	.....	223,492	23,070
Total	239,642	153,915	1,534,974	50,453	1,329,356	14,951	850,755	20,323	2,310,389	26,143,440	19,114,991	4,240,170	21,809,296	71,307,897	6,035,474
Route and local agents and mail messengers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Foreign mails .....	.....	.....	.....	.....	.....	8,599	478,082	.....	.....	.....	.....	270,984	.....	273,492	414,438
Total	239,642	153,915	1,534,974	50,453	1,329,356	23,550	1,338,837	20,375	2,451,472	26,143,440	19,114,991	4,511,154	21,811,804	71,581,389	7,069,083

* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.

† This is for the steamboat service from Louisville to Cincinnati.

‡ This includes the route from New Orleans to Mobile; also the route from Cairo to New Orleans.

§ This is for the service from Panama to Aspinwall, performed by the Panama Railroad Company at a stipulated price per pound, according to the weight of mail, and which varies from year to year.

WM. H. DUNDAS, Second Assistant Postmaster General.

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending on the 30th day of June, 1856.

Sections.	Routes.	Contractors	Route agents.	Local agents.	Mail messengers.
New England-----	888	769	50	2	169
New York-----	901	784	48	2	305
Middle-----	1,396	1,005	74	9	329
Southern-----	1,273	916	62	-----	69
Northwestern-----	1,835	1,497	76	14	175
Southwestern-----	1,671	1,394	26	6	61
Ocean routes-----	8	7	24	1	-----
Total-----	7,972	6,372	360	34	1,108

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

	Annual transportation.	Annual rate of cost.
<i>Service as in operation on the 30th June, 1856.</i>	<i>Miles.</i>	<i>Dollars.</i>
Railroad-----	4,954,832	632,161
Steamboat-----	82,472	9,679
Coach-----	4,422,600	195,852
Inferior modes-----	3,496,999	162,992
Total-----	12,956,903	1,000,684
<i>As in operation on the 30th September, 1856.</i>		
Railroad-----	5,607,177	690,526
Steamboat-----	115,128	10,125
Coach-----	4,025,362	202,592
Inferior modes-----	3,845,790	223,557
Total-----	13,593,457	1,126,800
	12,956,903	1,000,680
Increase-----	636,554	126,116

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.—Railroad service, as in operation on the 30th day of June, 1856.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
MAINE.													
17	Waterville to Bangor	54½	.....	12	5,475 00	.....	100 00	800	265	6,540 00	.....	119 45	.....
92	Railroad Junction at Danville to Waterville.....	55	.....	12	5,500 00	.....	100 00	800	346	6,646 00	.....	120 84	.....
95	Mechanics' Falls to Buckfield.....	12	.....	6	570 00	.....	47 50	.....	.....	570 00	.....	47 50	.....
96	Portland to Portsmouth, N. H.....	52½	.....	12	7,837 50	.....	150 00	1,177	190	9,204 50	.....	177 00	.....
97	Portland to Augusta, with branch from Brunswick to Bath.....	73	.....	12	7,300 00	.....	100 00	800	620	8,720 00	.....	119 45	.....
100	Portland to State Line, Vermont	48	.....	12	.....	.....	100 00	1,400	209	18,109 00	.....	108 43	.....
129	Leed's Station to Livermore Falls	117	.....	6	16,500 00	.....	42 85	.....	16	873 00	.....	43 65	.....
132	Portland to Hollis.....	20	.....	6	857 00	.....	42 84	.....	.....	771 00	.....	42 84	.....
		18	.....	6	771 00	.....	.....	.....	.....	.....	.....	.....	.....
			450	.....	.....	44,810 50	.....	.....	.....	.....	51,433 50	.....	113 70
NEW HAMPSHIRE.													
201	Concord to Lowell, Mass.....	50	.....	18	6,429 00	.....	129 00	761	.....	7,190 00	.....	143 80	.....
202	Concord to Portsmouth	47½	.....	12	2,043 00	.....	43 46	.....	.....	2,043 00	.....	43 46	.....
206	Concord to Wells River, Vt.....	52	.....	12	.....	.....	75 00	1,352	.....	8,477 00	.....	89 23	.....
207	Concord to White River Junction.....	43	.....	(*)	7,125 00	.....	100 00	.....	.....	.....	.....	.....	.....
208	Branch, Franklin to Bristol.....	69	.....	12	.....	.....	42 84	843	1,043	9,343 00	.....	114 00	.....
209	Concord to Bradford	13	.....	6	7,457 00	.....	50 00	216	.....	1,516 00	.....	58 30	.....
215a	Contoocook Village to Hillsboro' Bridge.....	26	.....	12	1,300 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
239	Manchester to Henniker	15	.....	12	750 00	.....	50 00	.....	.....	1,200 00	.....	42 86	.....
241	Great Falls to Union.....	28	.....	6	1,200 00	.....	42 85	.....	.....	857 00	.....	42 85	.....
251	Dover to Alton Bay	20	.....	6	857 00	.....	50 00	.....	86	1,486 00	.....	53 00	.....
277	Nashua to East Wilton.....	28	.....	6	1,400 00	.....	42 87	.....	.....	686 00	.....	42 87	.....
	Wells River to Littleton	16	.....	6	686 00	.....	50 00	248	.....	1,298 00	.....	61 80	.....
		21	.....	(†)	1,050 00	.....	.....	.....	.....	.....	.....	.....	.....
			423½	.....	.....	30,297 00	.....	.....	.....	.....	34,846 00	.....	81 20

* 12 times a week 4 months, 6 times a week 8 months.

† 12 times a week 3 months, 6 times a week 9 months.

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
	VERMONT.												
401	Windsor to Burlington	117	.....	12	11,700 00	.....	100 00	1,667	396	13,763 00	.....	117 63	.....
411	Burlington to Rouse's Point, N. Y.	53½	.....	12	5,350 00	.....	100 00	800	599	6,749 00	.....	126 00	.....
446	Rutland to North Bennington	52	.....	12	5,200 00	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch to Bennington	5	.....	6	215 00	.....	43 00	433	400	6,248 00	.....	109 60	.....
456	White River Junction to St. Johnsbury	61	.....	12	5,229 00	.....	85 72	966	611	6,806 00	.....	111 57	.....
460	Bellows Falls to Windsor	25	.....	12	2,500 00	.....	100 00	396	150	3,046 00	.....	122 00	.....
462	Bellows Falls to Burlington	120	.....	12	12,000 00	.....	100 00	1,635	1,500	15,135 00	.....	126 00	.....
469	Brattleboro' to Bellows Falls	24	.....	12	2,400 00	.....	100 00	584	176	3,160 00	.....	131 66	.....
			457½	.....	.....	44,594 00	.....	.....	.....	.....	54,907 00	.....	120 00
	MASSACHUSETTS.												
601	Boston to Portsmouth, N. H.	54½	.....	12	7,210 00	.....	128 57	1,223	1,114	9,547 00	.....	162 00	.....
	Branch to Marblehead	4	.....	6	.....	.....	43 86	.....	.....	.....	.....	.....	.....
602	Boston to South Berwick Junction	74½	.....	12	.....	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch to Medford	5½	.....	6	7,815 00	.....	42 94	2,100	1,175	11,090 00	.....	133 61	.....
	Branch, Rollinsford to Great Falls	3	.....	3	.....	.....	42 94	.....	.....	.....	.....	.....	.....
603	Boston to Lowell	26	.....	18	3,600 00	.....	124 00	317	.....	3,917 00	.....	135 07	.....
	Branch, Winchester to Woburn	3	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
604	Boston to Fitchburg	50½	.....	18	.....	.....	128 57	.....	.....	.....	.....	.....	.....
	Branch, Cambridge to Lexington	8	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, Junction to Watertown	4	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, South Acton to Feltonville	9	.....	6	7,425 00	.....	50 00	694	584	8,763 00	.....	121 29	.....
605	Boston to Worcester	46	.....	19	.....	.....	250 00	.....	.....	.....	.....	.....	.....
	Branch, Natick to Saxonville	4	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Framingham	2	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Milford	12	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch to Milbury	4	.....	6	.....	.....	42 85	.....	.....	.....	.....	.....	.....
606	Branch, Ausable Station to Newton Lower Falls	2	.....	6	12,528 00	.....	42 85	540	750	13,822 00	.....	197 45	.....
	Boston to Providence, R. I.	45	.....	18	.....	.....	113 88	.....	.....	.....	.....	.....	.....
	Branch to Dedham	5	.....	12	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch to Sekonk	8	.....	6	5,718 00	.....	42 87	327	75	6,120 00	.....	105 54	.....
607	Boston to Blackstone	35	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, North Wrentham to Medway	4	.....	6	1,922 00	.....	43 00	.....	.....	1,922 00	.....	49 30	.....

608	Boston to Plymouth.....	374	.....	124 00	88	1,425	4,378 00	.....	126 35	.....
608a	South Abington to Bridgewater.....	74	.....	26 66	.....	.....	200 00	.....	26 66	.....
613	Salem to Gloucester.....	16	.....	50 00	.....	.....	800 00	.....	50 00	.....
615	Salem to Lawrence.....	20	.....	35 65	.....	.....	713 00	.....	35 65	.....
618	Lawrence to Manchester.....	28	.....	50 00	234	.....	1,634 00	.....	58 35	.....
622	Lowell to Lawrence.....	14	.....	50 00	.....	69	769 00	.....	54 93	.....
625	Groton Junction to Mason Village.....	23	.....	42 87	.....	.....	986 00	.....	42 87	.....
626	Groton Junction to Lowell.....	17	.....	50 23	.....	.....	854 00	.....	50 23	.....
628	Boston to Dover.....	18	.....	27 77	.....	.....	500 00	.....	27 77	.....
634	South Braintree Junction to Fall River.....	42	.....	90 48	168	.....	3,968 00	.....	94 50	.....
635	Braintree Depot to Cohasset.....	12	.....	75 00	.....	.....	900 00	.....	75 00	.....
641	Middleboro' to Hyannis.....	47	.....	103 00	344	.....	5,186 00	.....	123 60	.....
648	New Bedford to West Wareham.....	16	.....	50 00	.....	200	1,000 00	.....	62 50	.....
652	Taunton to Mansfield Junction.....	12	.....	100 00	.....	115	1,315 00	.....	109 50	.....
653	Taunton to New Bedford.....	21	.....	100 00	.....	.....	2,100 00	.....	100 00	.....
660	Fitchburg to Bellows Falls, Vt.....	64	.....	190 00	871	.....	7,825 00	.....	122 26	.....
661	Fitchburg to Brattleboro, Vt.....	67	.....	60 22	864	.....	5,944 00	.....	77 20	.....
666	Palmer to Amherst.....	10	.....	42 85	.....	124	981 00	.....	49 05	.....
672	Worcester to Albany.....	55	.....	250 00	1,856	175	28,531 00	.....	181 72	.....
673	Worcester to Nashua.....	102	.....	125 00	600	409	4,477 75	.....	97 34	.....
692	Springfield to Keene.....	46	.....	75 41	.....	.....	.....	.....	.....	.....
692a	Willimantic to South Hadley.....	50	.....	50 00	1,216	548	7,964 00	.....	107 62	.....
693	Springfield to Chicopee Falls.....	24	.....	41 66	.....	.....	250 00	.....	41 66	.....
699	Pittsfield to North Adams.....	6	.....	50 00	.....	.....	300 00	.....	50 00	.....
703	Sterling Junction to Fitchburg.....	21	.....	42 76	.....	.....	900 00	.....	42 76	.....
708	Salem to Lowell.....	14	.....	50 00	.....	.....	700 00	.....	50 00	.....
710	Framingham to Northboro'.....	24	.....	50 00	.....	.....	1,200 00	.....	50 00	.....
		15	.....	33 33	.....	.....	500 00	.....	33 33	.....
			1,264	120,350 75	.....	.....	.....	140,319 75	111 02	.....
802	Providence to Stonington, Conn.....	50	.....	100 00	364	219	5,583 00	.....	111 66	.....
807	Providence to Worcester, Mass.....	44	.....	92 00	600	744	4,644 00	.....	105 54	.....
			94	8,300 00	.....	.....	.....	10,227 00	108 73	.....
907	Waterbury to Providence, R. I.....	122	.....	50 00	1,400	532	8,069 50	.....	65 65	.....
925	Norwich to Worcester, Mass.....	59	.....	85 71	600	111	5,768 00	.....	97 76	.....
928	New London to Palmer, Mass.....	30	.....	85 71	.....	.....	.....	.....	.....	.....
933	Middletown to Depot on New Haven, Hartford, and Springfield Railroad.....	36	.....	50 00	600	601	5,573 00	.....	84 44	.....
937	New Haven to New London.....	10	.....	50 00	.....	50	550 00	.....	55 00	.....
639	New Haven to Springfield, Mass.....	50	.....	85 70	600	725	5,610 00	.....	112 20	.....
940	New Haven to Westfield, Mass.....	63	.....	250 00	1,038	837	17,708 00	.....	278 86	.....
	Branch, Farmington to Collinsville.....	60	.....	42 85	600	401	4,347 50	.....	63 93	.....
941	New Haven to New York.....	74	.....	250 00	1,800	612	21,912 00	.....	280 92	.....

RHODE ISLAND.

CONNECTICUT.

D—Continued.

Number of route.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
CONNECTICUT—Continued.												
942	62	.....	12	3,100 00	.....	50 00	700	297	4,097 00	.....	66 00	.....
943	121	.....	6	5,143 00	.....	42 50	1,200	123	6,466 00	.....	53 43	.....
959	234	.....	12	1,307 00	.....	55 60	.....	305	1,612 00	.....	68 59	.....
		723½	.....	.....	68,581 00	.....	.....	.....	.....	81,713 00	.....	112 81
NEW YORK.												
1001	460	.....	19	92,000 00	.....	200 00	6,300	3,666	101,966 00	.....	221 67	.....
1002	18	.....	6	772 00	.....	42 86	.....	.....	772 00	.....	42 86	.....
1003	144	.....	19	32,400 00	.....	225 00	3,600	5,101	41,101 00	.....	285 72	.....
1008	130½	.....	6	5,593 00	.....	42 86	1,200	1,450	8,243 00	.....	63 17	.....
1034	101	.....	6	4,950 00	.....	49 00	1,400	2,496	8,846 00	.....	87 58	.....
1064	19	.....	6	814 00	.....	42 86	.....	.....	814 00	.....	42 86	.....
1074	34	.....	12	1,000 00	.....	29 41	.....	.....	1,000 00	.....	29 41	.....
1081	62½	.....	12	6,250 00	.....	100 00	842	102	7,194 00	.....	115 10	.....
1087	17	.....	25	3,400 00	.....	200 00	286	15	3,701 00	.....	217 69	.....
1088	22	.....	13	1,050 00	.....	150 00	.....	.....	1,050 00	.....	150 00	.....
1089	32	.....	12	1,650 00	.....	75 00	.....	.....	1,650 00	.....	75 00	.....
1100	54	.....	12	3,200 00	.....	100 00	521	300	4,021 00	.....	125 65	.....
1126	23	.....	12	5,400 00	.....	100 00	879	148	6,427 00	.....	118 98	.....
1128	119	.....	6	986 00	.....	42 86	.....	85	1,081 00	.....	46 47	.....
1151	18½	.....	6	5,100 00	.....	42 86	1,400	688	7,188 00	.....	60 43	.....
1162	16	.....	6	791 65	.....	42 86	.....	378	1,169 65	.....	63 23	.....
1164	78	.....	12	800 00	.....	50 00	.....	150	950 00	.....	59 37	.....
1191	53	.....	25	15,600 00	.....	200 00	1,312	1,004	17,916 00	.....	229 69	.....
1201	73	.....	25	10,600 00	.....	200 00	892	708	12,200 00	.....	230 19	.....
			12½	.....	.....	85 86	1,200	1,350	10,879 00	.....	112 15	.....
1217	24	.....	6	8,329 00	.....	200 00	1,749	2,174	24,723 00	.....	237 62	.....
1218	104	.....	12	20,800 00	.....	100 00	800	1,311	10,111 00	.....	126 38	.....
1219	80	.....	13	8,000 00	.....	100 00	.....	120	3,163 00	.....	89 78	.....
1258	35½	.....	12	3,043 00	.....	85 72	.....	486	3,207 00	.....	68 84	.....
1261	46½	.....	12	2,325 00	.....	50 00	390	.....	.....	.....	.....	.....
	50	.....	12½	4,514 00	.....	46 53	824	767	6,105 00	.....	62 93	.....
	47	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....

Termini.

CONNECTICUT—Continued.

Bridgeport to Winchester, Mass.
 Bridgeport to State Line, Mass., with branch to
 Pittsfield
 South Norwalk to Danbury

NEW YORK.

New York to Dunkirk
 Branch, Sufferns to Piermont
 New York to Albany
 New York to Chatham Four Corners
 New York to Greenport
 Newburgh to Chester
 Hudson to West Stockbridge, Mass.
 Eagle Bridge to Rutland, Vt.
 Albany to Schenectady
 Troy to Albany
 Troy to Schenectady
 Troy to Saratoga Springs
 Saratoga Springs to Castleton, Vt.
 Plattsburg to Canada Line
 Rouse's Point to Ogdensburg
 Sacketts Harbor to Pierrepont Manor
 Schenectady to Ballston
 Schenectady to Utica
 Utica to Syracuse
 Rome to Cape Vincent

Syracuse to Rochester
 Syracuse to Rochester
 Syracuse to Oswego
 Canandaigua to Watkins
 Canandaigua to Niagara Falls

1264	Rochester to Niagara Falls	76	11,400 00	150 00	1,600	1,174	10,374 00		136 48
1269	Rochester to Buffalo	69	13,800 00	200 00	1,161	975	15,935 00		230 96
1287	Batavia to Africa	11	550 00	50 00			550 00		50 00
1385	Buffalo to Lewiston	29	1,450 00	50 00			1,450 00		50 00
1306	Buffalo to Hornellsville	91	4,550 00	50 00	1,200	1,322	7,072 00		77 71
1311	Buffalo to State Line	69	13,800 00	200 00	1,600	914	16,314 00		236 43
1357	Corning to Batavia	100	4,285 00	42 86	1,400	916	6,602 00		66 02
1359	Branch, Avon to Rochester	18	772 00	42 86			772 00		42 86
1359	Elmira to Watkins	22	1,100 00	50 00	185		1,286 00		58 45
1365	Owego to Ithaca	33	1,415 00	42 86	700	176	2,291 00		69 43
1440	Buffalo to Lockport	22	1,100 00	50 00			1,100 00		50 00
1459	Suspension Bridge to Detroit, Mich	220	6,600 00	30 00	1,600	600	8,800 00		40 00
1460	Troy to North Bennington, Vt.	32½	3,250 00	100 00	224	584	4,058 00		124 86
1461	Troy to Eagle Bridge	33	2,829 00	85 42	758	255	3,842 00		116 42
1463	Syracuse to Binghamton	80	3,429 00	42 86	700	844	4,973 00		61 68
1475	North Potsdam to Canton	6	300 00	50 00			300 00		50 00
NEW JERSEY.									
9001	New York to New Brunswick*	36	13,838 00	384 38	1,520	1,325	16,683 00		463 40
9003	New York to Hackettstown	63	5,400 00	85 71	800	1,163	7,363 00		116 87
9003a	Waterloo to Newton	11	550 00	50 00		50	600 00		54 54
9020	Elizabeth to Easton	64	5,486 00	85 71	700	1,302	7,488 00		117 00
9054	New Brunswick to Philadelphia, Pa.†	54	20,250 00	375 00	2,280	1,917	24,447 00		452 72
9069	Trenton to Easton	50	2,538 00	50 76	800	518	3,856 00		77 12
9079	Burlington to Mount Holly	7	300 00	42 85			300 00		42 85
9085	Philadelphia, Pa., to South Amboy, N. J.	72	7,379 00	102 48		341	7,720 00		107 22
9110	Camden to Atlantic city	59	800 00	13 56			800 00		13 56
PENNSYLVANIA.									
9200	Philadelphia to Columbia	70	13,800 00	197 14	1,177	1,592	16,569 00		236 70
9210	Philadelphia to Pottsville	13½	675 00	50 00			675 00		50 00
9223	West Chester to Philadelphia	97	14,218 00	146 58	1,600	3,924	19,742 00		203 52
9302	Lancaster to Harrisburg	33	750 00	22 72		100	850 00		25 75
9310	Columbia to Middletown	37½	7,525 00	203 46	623	200	8,348 00		221 95
9316	York to Harrisburg	19	815 00	42 90		360	1,175 00		61 84
9328	Harrisburg to Chambersburg	27	5,400 00	200 00	848	35	6,283 00		232 70
9336	Harrisburg to Pittsburg	52	5,200 00	100 00		50	5,250 00		100 96
9352	Chambersburg to Hagerstown	250	50,000 00	200 00	3,600	3,413	57,013 00		228 05
9363	Shenbury to Shamokin	21	943 00	94 30			943 00		94 30
9367	Pottsville to Tuscarora	28	729 00	26 00			729 00		26 00
9441	Blossburgh to Corning	11½	300 00	26 00		140	440 00		38 26
9600	Lodersville to Scranton	40	1,715 00	42 87	700	264	2,679 00		66 97
9601	Northville to Erie	50	2,143 00	42 86	600	363	3,106 00		62 12
9603	Glen Rock to Hanover	20	4,000 00	200 00		247	4,247 00		212 35
9606	Harrisburg to Auburn	13	557 00	42 84			557 00		42 84
		59	1,770 00	30 00			1,770 00		30 00
NEW JERSEY.									
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* Includes \$3,038, being 25 per cent. on \$300 a mile for night service and for third extra trip.
† Includes \$4,050, being 25 per cent. on \$300 a mile for night service and for a third extra trip.

† Includes \$4,050, being 25 per cent. on \$300 a mile for night service and for a third extra trip.

D—Continued.

Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	No. of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Annual cost of route agencies. Dollars.	Annual cost of mail messenger service. Dollars.	Total annual cost on each route. Dollars.	Total annual cost in each State. Dollars.	Total annual cost per mile. Dollars.	Total average cost per mile in each State.
PENNSYLVANIA—Continued.													
9660	Schuylkill Haven to Fremont.....	12	.....	6	510 00	.....	42 50	.....	.....	510 00	.....	42 50	.....
9690	Port Clinton to Williamsport.....	118.82	.....	6	5,093 00	.....	42 86	1,691	1,455	8,239 00	.....	69 34	.....
9691	Williamsport to Elmira.....	77	.....	6	3,300 00	.....	42 86	1,109	278	4,687 00	.....	60 87	.....
9720	Sunbury to Milton.....	12	.....	6	515 00	.....	43 00	.....	.....	515 00	.....	43 00	.....
9721	Huntingdon to Coalmont.....	28	.....	6	840 00	.....	30 00	.....	.....	840 00	.....	30 00	.....
9722	Pittsburg to Kittanning.....	43	.....	6	1,290 00	.....	30 00	.....	.....	1,290 00	.....	30 00	.....
			1, 132	.....	.....	122,088 00	.....	.....	.....	.....	146,457 00	.....	120 54
MARYLAND.													
9850	Baltimore to Philadelphia.....	102	.....	19	37,500 00	.....	367 64	5,028	2,959	*45,487 00	.....	445 95	.....
9851	Baltimore to Washington, D. C.....	40	.....	26	12,000 00	.....	300 00	1,972	1,130	15,102 00	.....	377 55	.....
9852	Baltimore to Wheeling, Va.....	179	.....	13	53,700 00	.....	300 00	5,400	2,069	61,169 00	.....	265 10	.....
		201	.....	13	40,200 00	.....	200 00	.....	.....	40,200 00	.....	100 00	.....
		3	.....	7	300 00	.....	100 00	.....	.....	300 00	.....	232 91	.....
9856	Branch, to Frederick.....	59	.....	14	11,800 00	.....	200 00	1,852	90	13,742 00	.....	48 15	.....
	Baltimore to Columbia.....	134	.....	7	650 00	.....	48 15	.....	.....	650 00	.....	142 90	.....
9887	Annapolis to Annapolis Junction.....	20	.....	13	2,858 00	.....	142 90	.....	.....	2,858 00	.....	.....	.....
			6174	.....	.....	159,008 00	.....	.....	.....	.....	179,508 00	.....	290 93
OHIO.													
10056	Erie, Pa., to Cleveland, Ohio.....	96	.....	13	25,920 00	.....	270 00	1,800	1,437	29,157 00	.....	303 72	.....
10138a	Portsmouth to Reed's Mills.....	56	.....	6	2,400 00	.....	42 86	.....	.....	2,400 00	.....	42 86	.....
10154	Springfield to Dayton.....	24	.....	6	2,400 00	.....	100 00	267	212	2,879 00	.....	119 96	.....
10156	Columbus to Xenia.....	55	.....	13	14,850 00	.....	270 00	832	235	15,917 00	.....	289 40	.....
10160	Columbus to Cleveland.....	138	.....	13	37,260 00	.....	270 00	1,800	1,229	40,289 00	.....	291 94	.....
10185	Mansfield to Sandusky.....	61	.....	6	5,229 00	.....	85 72	638	328	6,245 00	.....	102 37	.....
10186	Mansfield to Newark.....	63	.....	6	5,400 00	.....	85 72	712	370	6,482 00	.....	102 88	.....
10234	Springfield to Sandusky.....	132	.....	6	13,200 00	.....	100 00	1,466	428	15,094 00	.....	114 34	.....
	Branch, Tiffin to Sandusky.....	38	.....	6	.....	.....	50 00	.....	.....	.....	.....	50 00	.....
	Branch, Carey to Finley.....	16	.....	6	2,700 00	.....	50 00	.....	.....	2,700 00	.....	50 00	.....
10264	Cincinnati to Springfield.....	64	.....	13	.....	.....	270 00	.....	.....	.....	.....	245 45	.....
		19	.....	6	19,180 00	.....	100 00	968	925	20,373 00	.....	.....	.....

10266	Cincinnati to Dayton.....	60	.....	6,000 00	.....	100 00	667	1,046	7,713 00	.....	128 55	.....
10272	Morrow to Zanesville.....	132.9	.....	9,967 50	.....	75 00	1,600	900	12,467 50	.....	93 81	.....
10284	Cincinnati to Richmond.....	71	.....	3,042 00	.....	42 86	800	980	4,822 00	.....	67 91	.....
10329	Cleveland to Wellsville.....	58½	.....	.....	.....	42 86	.....	.....	.....	.....	.....	.....
10330	Pittsburg to Crestline.....	100	.....	12,518 00	.....	100 00	1,600	944	15,062 00	.....	94 87	.....
10331	Bell Air to Columbus.....	82	.....	.....	.....	150 00	.....	.....	.....	.....	.....	.....
10334	Hillsboro' to Loveland.....	105	.....	22,800 00	.....	100 00	1,600	1,203	25,603 00	.....	136 91	.....
10342	Galion to Union city.....	137½	.....	27,575 00	.....	200 00	2,400	490	30,465 00	.....	220 96	.....
10343	Dayton to Indianapolis.....	37	.....	1,850 00	.....	50 00	.....	.....	1,850 00	.....	50 00	.....
10344	Dayton to Grafton Station.....	118	.....	11,800 00	.....	100 00	1,600	62	13,400 00	.....	113 56	.....
10345	Toledo to Piqua.....	130	.....	13,000 00	.....	100 00	1,400	207	14,607 00	.....	112 36	.....
10395	Dayton to Piqua.....	88½	.....	3,793 00	.....	42 86	1,600	738	6,131 00	.....	69 27	.....
10396	Columbus to Piqua.....	28	.....	1,200 00	.....	42 86	.....	.....	1,200 00	.....	42 86	.....
10397	Cleveland to Toledo.....	73	.....	3,128 00	.....	42 86	700	333	4,161 00	.....	57 00	.....
10417	Springfield to Delaware.....	110	.....	22,000 00	.....	200 00	1,600	115	23,715 00	.....	215 59	.....
10418	Crestline to Fort Wayne.....	50	.....	1,500 00	.....	30 00	.....	65	1,565 00	.....	31 30	.....
10419	Dayton to Xenia.....	131	.....	6,550 00	.....	50 00	1,400	307	8,257 00	.....	68 24	.....
10424	Hudson to Millersburg.....	16	.....	2,000 00	.....	125 00	700	20	2,220 00	.....	138 75	.....
10426	Blanchester to Athens.....	61	.....	1,830 00	.....	30 00	1,400	315	2,845 00	.....	46 63	.....
10427	Steubenville to Newark.....	125	.....	6,250 00	.....	50 00	1,400	683	8,333 00	.....	66 66	.....
10428	Bayard to New Philadelphia.....	124	.....	6,200 00	.....	50 00	1,400	384	7,984 00	.....	64 38	.....
10451	Toledo to Bryan.....	32	.....	960 00	.....	30 00	400	59	1,419 00	.....	44 34	.....
10452	Oneida Mills to Carrollton.....	55	.....	1,650 00	.....	30 00	.....	.....	1,650 00	.....	30 00	.....
		10	.....	272 00	.....	27 20	.....	.....	272 00	.....	27 20	.....
			2,698	.....	294,424 50	.....	.....	.....	.....	337,277 50	.....	125 01
4802	Richmond to Petersburg.....	24½	.....	7,350 00	.....	300 00	1,000	.....	8,350 00	.....	340 81	.....
4803	Petersburg to Weldon, N. C.....	64	.....	19,200 00	.....	300 00	3,000	100	22,300 00	.....	348 43	.....
4831	Washington, D. C., to Richmond, Va.....	171	.....	42,750 00	.....	250 00	5,600	111	48,461 00	.....	284 82	.....
4836	Branch to Warrenton.....	9	.....	450 00	.....	50 00	.....	.....	450 00	.....	50 00	.....
4854	Tudor Hall to Strasburg.....	62	.....	2,657 15	.....	42 86	1,200	188	4,045 15	.....	65 25	.....
4855	Richmond to Danville.....	114½	.....	11,962 50	.....	84 54	1,800	98	13,860 50	.....	97 95	.....
4856	Petersburg to Lynchburg.....	123	.....	12,300 00	.....	100 00	1,600	130	14,030 00	.....	114 06	.....
4903	Lynchburg to Mattahaw Depot.....	176	.....	17,600 00	.....	180 00	1,600	864	20,064 00	.....	114 00	.....
4957	Gordonsville to Goshen Bridge.....	94.65	.....	9,465 00	.....	100 00	1,600	.....	11,065 00	.....	116 09	.....
4961	Petersburg to City Point.....	12	.....	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
4972	Hicksford to Gaston, N. C.....	20	.....	1,000 00	.....	50 00	.....	.....	1,000 00	.....	50 00	.....
5001	Portsmouth to Weldon, N. C.....	80	.....	8,000 00	.....	100 00	900	113	9,013 00	.....	112 66	.....
	Winchester to Harper's Ferry.....	32	.....	3,200 00	.....	100 00	.....	40	3,240 00	.....	101 25	.....
			1,009.65	.....	136,534 65	.....	.....	.....	.....	156,678 65	.....	155 09
5501	Weldon to Wilmington.....	162	.....	48,600 00	.....	300 00	4,000	130	52,730 00	.....	325 50	.....
5610	Goldsboro' to Charlotte.....	223	.....	22,300 00	.....	100 00	3,200	843	26,343 00	.....	118 13	.....
5665	Raleigh to Weldon.....	99	.....	9,900 00	.....	100 00	1,600	144	11,644 00	.....	117 62	.....
5672	Ridgeway to Clarksville.....	25	.....	1,071 43	.....	42 86	.....	.....	1,071 43	.....	42 86	.....
			509	.....	81,871 43	.....	.....	.....	.....	91,788 43	.....	180 33

* Includes \$5,900 for ferry at night and accommodations for agents in night trains.

REPORT OF THE

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
SOUTH CAROLINA.													
6001	Columbia to Greenville.....	166½	Miles.	6	Dollars. 15,600 00	Dollars.	Dollars. 93 55	Dollars. 1,400	Dollars. 156	Dollars. 17,156 00	Dollars.	Dollars. 102 88	Dollars.
6002	Columbia to Charlotte.....	110	.....	6	11,700 00	.....	106 36	1,400	120	13,200 00	.....	120 18	.....
6011	Kingsville to Wilmington.....	171	.....	14	42,750 00	.....	250 00	4,000	452	47,202 00	.....	276 03	.....
6012	Kingsville to Augusta.....	117	.....	14	27,787 50	.....	237 50	3,000	454	31,241 50	.....	267 02	.....
	Branch to Branchville.....	64	.....	14	15,200 00	.....	237 50	.....	48	15,248 00	.....	238 25	.....
	Branch to Columbia.....	27	.....	14	6,062 50	.....	224 53	.....	.....	6,062 50	.....	224 53	.....
	Branch to Camden.....	39	.....	7	1,950 00	.....	50 00	.....	210	2,160 00	.....	55 38	.....
6017	Florence to Cheraw.....	40	.....	6	1,714 29	.....	42 86	.....	425	2,139 29	.....	53 47	.....
6080	Chester C. H. to Yorkville.....	23½	.....	6	1,400 00	.....	59 57	.....	.....	1,400 00	.....	59 57	.....
6113	Newberry C. H. to Laurens C. H.....	31	.....	6	1,328 57	.....	42 86	.....	.....	1,328 57	.....	42 86	.....
			789½	.....	.....	125,492 86	.....	.....	.....	.....	137,157 86	.....	173 80
GEORGIA.													
6301	Savannah to Macon.....	192	.....	14	29,100 00	.....	151 56	1,800	140	31,040 00	.....	161 66	.....
6302	Macon to Atlanta.....	102	.....	7	10,200 00	.....	100 00	.....	180	10,380 00	.....	101 76	.....
6803	Macon to Columbus.....	102	.....	14	15,300 00	.....	150 00	1,350	50	16,700 00	.....	163 72	.....
6304	Fort Valley to Americus.....	43	.....	7	3,925 00	.....	75 00	.....	.....	3,925 00	.....	75 00	.....
6314	Millin to Augusta.....	54	.....	14	8,100 00	.....	150 00	900	.....	9,000 00	.....	166 66	.....
6322	Milledgeville to Gordon.....	17	.....	7	1,000 00	.....	58 82	.....	.....	1,000 00	.....	58 82	.....
6326	Milledgeville to Eatonton.....	23	.....	7	1,150 00	.....	50 00	.....	.....	1,150 00	.....	50 00	.....
6391	Augusta to Atlanta.....	174½	.....	14 } 7 }	41,818 00	.....	234 60	2,400	205	44,423 00	.....	249 21	.....
	Branch, Camak to Warrenton.....	34	.....	7 }	20,543 75	.....	237 50	1,275	100	21,918 75	.....	253 39	.....
6392	Atlanta to West Point.....	86½	.....	14	22,750 00	.....	162 50	3,200	384	26,334 00	.....	188 10	.....
6393	Atlanta to Chattanooga, Tenn.....	140	.....	14	22,750 00	.....	50 00	.....	.....	950 00	.....	50 00	.....
6398	Double Wells to Washington.....	19	.....	6	950 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6399	Union Point to Athens.....	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6465	Kingston to Rome.....	19	.....	7	1,108 00	.....	58 31	.....	.....	1,108 00	.....	58 31	.....
			1,015½	.....	.....	157,244 75	.....	.....	.....	.....	169,228 75	.....	166 60
13003	Detroit to Chicago.....	282½	.....	12	42,375 00	.....	150 00	3,600	868	46,843 00	.....	165 82	.....

13005	Detroit to Linden.....	56½	.....	6	4,237 00	.....	75 00	1,400	126	5,763 00	.....	102 00	.....
13018	Toledo to Chicago.....	242	.....	12	36,300 00	.....	150 00	3,600	1,521	41,421 00	.....	171 16	.....
13019	Monroe to Adrian.....	36	.....	6	3,086 00	.....	85 71	.....	.....	3,086 00	.....	85 71	.....
13020	White Pigeon to Three Rivers.....	13	.....	6	3,325 00	.....	25 00	.....	.....	3,325 00	.....	25 00	.....
13021	Elkhart to Goshen.....	10	.....	6	429 00	.....	42 86	.....	.....	429 00	.....	42 86	.....
13025	Adrian to Jackson.....	40	.....	6	1,714 00	.....	42 86	.....	164	1,878 00	.....	46 95	.....
			680	.....	.....	88,466 00	.....	.....	.....	99,745 00	.....	.....	146 68
INDIANA.													
14500	Indianapolis to Cincinnati, Ohio.....	113½	.....	12	11,350 00	.....	100 00	1,600	308	13,258 00	.....	116 81	.....
14502	Indianapolis to Madison.....	87	.....	6	4,350 00	.....	50 00	800	40	5,190 00	.....	59 65	.....
14503	Indianapolis to Lafayette.....	64	.....	12	9,600 00	.....	150 00	1,500	40	11,140 00	.....	174 06	.....
14505	Indianapolis to Peru.....	78	.....	6	3,900 00	.....	50 00	800	110	4,810 00	.....	61 66	.....
14512	Franklin to Martinsville.....	26	.....	6	780 00	.....	30 00	.....	.....	780 00	.....	30 00	.....
14513	Edinburg to Rushville.....	37	.....	6	1,585 00	.....	42 86	.....	197	1,782 00	.....	48 16	.....
14515	Jeffersonville to Edinburg.....	49	.....	12	8,925 00	.....	125 00	1,400	164	10,489 00	.....	136 22	.....
14516	New Albany to Michigan city.....	28	.....	12	.....	.....	100 00	3,200	1,261	26,511 00	.....	92 05	.....
14529	Evansville to Terre Haute.....	135	.....	6	22,050 00	.....	50 00	1,400	385	10,035 00	.....	91 22	.....
14533	Cincinnati to Seymour.....	153	.....	12	8,250 00	.....	75 00	1,400	471	12,996 00	.....	146 02	.....
14715a	Toledo to Logansport.....	89	.....	12	11,125 00	.....	125 00	1,400	854	11,304 00	.....	67 74	.....
14783	Richmond to Logansport.....	167	.....	6	8,850 00	.....	50 00	1,600	143	4,072 00	.....	55 78	.....
		73	1,209½	.....	3,129 00	93,894 00	.....	.....	.....	112,367 00	.....	.....	92 90
ILLINOIS.													
13252a	Terre Haute, Indiana, to St. Louis, Mo.....	194	.....	6	9,700 00	.....	50 00	1,400	824	11,924 00	.....	61 46	.....
13253	Tolono to Naples.....	132½	.....	12	9,937 00	.....	75 00	1,400	544	11,881 00	.....	89 67	.....
13264	Chicago to St. Louis, Mo.....	292	.....	12	29,200 00	.....	100 00	3,200	972	33,372 00	.....	114 31	.....
13291a	Illinoistown to Vincennes, Indiana.....	147	.....	6	14,700 00	.....	100 00	1,800	1,687	18,187 00	.....	123 72	.....
13394a	La Salle to Peoria.....	62	.....	6	3,100 00	.....	50 00	700	546	4,346 00	.....	70 10	.....
13438	Chicago to Rock Island.....	181	.....	12	18,100 00	.....	100 00	2,400	775	21,275 00	.....	117 54	.....
13439	Chicago to Freeport.....	121	.....	12	12,100 00	.....	100 00	800	291	13,191 00	.....	109 02	.....
13440	Dunleith to Cairo.....	454	.....	12	45,400 00	.....	100 00	5,600	4,651	55,651 00	.....	122 60	.....
13441	Chicago to Mattoon.....	172½	.....	6	7,393 00	.....	42 86	1,500	200	9,093 00	.....	52 71	.....
13442	Chicago to Fulton.....	136	.....	6	10,200 00	.....	75 00	1,600	431	12,231 00	.....	89 93	.....
13443	Chicago to Woodstock.....	51	.....	6	2,186 00	.....	42 86	.....	.....	2,186 00	.....	42 86	.....
13444a	Chicago to Milwaukee.....	85	.....	12	8,500 00	.....	100 00	1,400	285	10,185 00	.....	119 82	.....
13452	Galesburg to Quincy.....	101	.....	12	10,100 00	.....	100 00	.....	420	10,520 00	.....	104 16	.....
13459	Turner to St. Charles.....	7	.....	6	300 00	.....	42 86	.....	.....	300 00	.....	42 86	.....
13505	Elgin to Whitewater.....	67½	.....	6	2,893 00	.....	42 86	.....	184	3,077 00	.....	45 58	.....
13526	Junction to East Burlington.....	58	.....	12	7,250 00	.....	125 00	2,400	2,335	24,185 00	.....	134 36	.....
		122	2,383½	.....	12,200 00	203,253 00	.....	.....	.....	.....	241,604 00	.....	101 36
WISCONSIN.													
13655a	Racine to Delavan.....	46	.....	6	1,972 00	.....	42 86	700	.....	2,672 00	.....	58 09	.....
13662	Milwaukee to Madison.....	96	.....	12	5,760 00	.....	60 00	1,600	128	7,488 00	.....	78 00	.....

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
WISCONSIN—Continued.													
13684a	Horicon to Waupun.....	15	.....	6	375 00	.....	25 00	.....	.....	375 00	.....	25 00	.....
13741	Milton to Janesville.....	12	.....	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
13806a	Fond du Lac to Junction.....	30	.....	6	1,286 00	.....	42 86	400	.....	1,686 00	.....	56 20	.....
13825	Milwaukee to Beaver Dam.....	61	.....	6	2,615 00	.....	42 86	600	78 00	3,293 00	.....	53 98	.....
13826	Milwaukee to Watertown.....	45	.....	6	1,929 00	.....	42 86	600	.....	2,529 00	.....	56 20	.....
			305	.....	.....	14,537 00	.....	.....	.....	.....	18,643 00	.....	61 11
MISSOURI.													
9030	St. Louis to Jefferson city.....	125	125	7	15,625 00	125 00	125 00	.....	100 00	15,725 00	15,725 00	125 80	125 80
KENTUCKY.													
8202	Louisville to Lexington.....	94	.....	12	8,100 00	.....	86 17	1,600	1,597 00	11,297 00	.....	120 18	.....
8215	Lexington to Covington.....	97½	.....	14	9,766 00	.....	100 00	1,600	1,182 00	12,548 00	.....	128 47	.....
			191½	.....	.....	17,866 00	.....	.....	.....	.....	23,845 00	.....	124 40
TENNESSEE.													
8455	Nashville to Chattanooga.....	159	.....	14	25,000 00	.....	157 22	2,400	190	27,590 00	.....	173 52	.....
8496	Knoxville to Dalton.....	110	.....	14	16,500 00	.....	150 00	1,800	239 42	18,539 42	.....	168 54	.....
			269	.....	.....	41,500 00	.....	.....	.....	.....	46,129 42	.....	171 48
ALABAMA.													
7001	Opelika to West Point, Georgia.....	21½	.....	14	5,106 25	.....	237 50	325	.....	5,431 25	.....	252 61	.....
7020	Columbus, Georgia, to Montgomery.....	96½	.....	14	24,125 00	.....	250 00	1,350	240 00	25,715 00	.....	266 47	.....
7073	Memphis to Cahoon, Tennessee, and Tusculum- branch, Moscow to Somerville, Tennessee.....	200.7 13½	.....	7 7	20,070 00 675 00	.....	100 00 50 00	2,400	822 00	23,292 00 675 00	.....	114 90 50 00	.....

7114	Selma to Columbia	72	.....	6	3,088 00	.....	42 86	.....	2,088 00	.....	58,199 25	42 86	.....	143 58
	MISSISSIPPI.		404.2											
7302	Jackson to Brandon.	13½	.....	7	1,350 00	.....	100 00	.....	1,350 00	.....	.....	100 00	.....	.....
7304	Jackson to Vicksburg.	46	.....	7	4,600 00	.....	100 00	.....	4,600 00	.....	.....	100 00	.....	.....
7318	Bolton's Depot to Raymond.	8	.....	6	600 00	.....	75 00	.....	600 00	.....	.....	75 00	.....	.....
7319a	Grand Gulf to Port Gibson.	8	.....	6	500 00	.....	62 50	.....	500 00	.....	.....	62 50	.....	.....
7412a	St. Francisville to Woodville.	28	.....	3	1,000 00	.....	35 70	.....	1,000 00	.....	.....	35 70	.....	.....
7482	Mobile, Alabama, to Macon, Mississippi.	153	.....	3	4,598 00	.....	30 00	.....	5,290 00	.....	.....	34 88	.....	.....
	LOUISIANA.		256½								13,340 00			52 00
7701	New Orleans, Louisiana, to Osyka, Mississippi.	88	.....	7	8,800 00	.....	100 00	.....	8,800 00	.....	.....	100 00	.....	.....
7803	New Orleans to Tygerville.	68	.....	3	3,400 00	.....	50 00	.....	3,400 00	.....	.....	50 00	.....	.....
			156								12,200 00			78 20

WM. H. DUNDAS,
Second Assistant Postmaster General.

E.

Railroad service, as in operation on the 30th day of September, 1856.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
17	Waterville to Bangor.....	54½	.....	12	5,475 00	.....	100 00	800	265	6,540 00	.....	119 45	.....
92	Railroad Junction to Waterville.....	55	.....	12	5,500 00	.....	100 00	800	346	6,646 00	.....	120 84	.....
95	Mechanics' Falls to Buckfield.....	12	.....	6	570 00	.....	47 50	.....	.....	570 00	.....	47 50	.....
96	Portland to Portsmouth, N. H.....	52½	.....	12	7,837 50	.....	150 00	1,177	190	9,204 50	.....	177 00	.....
97	Portland to Augusta, with branch, Brunswick to Bath.....	73	.....	12	7,300 00	.....	100 00	800	620	8,720 00	.....	119 45	.....
100	Portland to the State Line, Vt.....	48	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
129	Leed's Station to Livermore Falls.....	117	.....	6	16,500 00	.....	100 00	1,400	209	18,109 00	.....	108 43	.....
132	Portland to Hollis.....	20	.....	6	857 00	.....	42 85	.....	16	873 00	.....	43 65	.....
		18	.....	6	771 00	.....	42 84	.....	.....	771 00	.....	42 84	.....
			450	.....	.....	44,810 50	.....	.....	.....	.....	51,433 50	.....	113 70
201	Concord to Lowell, Mass.....	50	.....	18	6,429 00	.....	129 00	761	.....	7,190 00	.....	143 80	.....
202	Concord to Portsmouth.....	47½	.....	12	2,043 00	.....	43 46	.....	.....	2,043 00	.....	43 46	.....
206	Concord to Wells' River, Vt.....	52	.....	12	7,125 00	.....	75 00	1,352	.....	8,477 00	.....	89 23	.....
207	Concord to White River Junction.....	43	.....	(*)	.....	.....	100 00	.....	.....	.....	.....	.....	.....
208	Branch, Franklin to Bristol.....	69	.....	12	7,457 00	.....	42 86	843	1,043	9,343 00	.....	114 00	.....
209	Concord to Bradford.....	13	.....	6	1,300 00	.....	50 00	216	.....	1,516 00	.....	58 30	.....
215a	Contoocook Village to Hillsboro' Bridge.....	26	.....	12	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
239	Manchester to Henniker.....	15	.....	12	1,200 00	.....	42 86	.....	.....	1,200 00	.....	42 86	.....
241	Great Falls to Union.....	28	.....	6	857 00	.....	42 85	.....	.....	857 00	.....	42 85	.....
251	Dover to Alton Bay.....	20	.....	6	1,400 00	.....	50 00	.....	86	1,486 00	.....	53 00	.....
257	Nashua to East Wilton.....	28	.....	6	686 00	.....	42 87	.....	.....	686 00	.....	42 87	.....
277	Wells River to Littleton.....	16	.....	6	1,050 00	.....	50 00	248	.....	1,298 00	.....	61 80	.....
		21	428½	(†)	.....	30,297 00	.....	.....	.....	.....	34,846 00	.....	81 20

NEW HAMPSHIRE.

VERMONT.

401	Windsor to Burlington	117	.....	11,700 00	.....	100 00	1,667	396	13,763 00	.....	117 63	.....
411	Burlington to Rouse's Point, N. Y.	53½	.....	5,350 00	.....	100 00	800	599	6,749 00	.....	126 00	.....
446	Rutland to North Bennington	52	.....	5,200 00	.....	100 00	.....	.....	.....	.....	.....	.....
456	Branch to Bennington	5	.....	215 00	.....	43 00	433	400	6,248 00	.....	109 60	.....
460	White River Junction to St. Johnsbury	61	.....	5,229 00	.....	85 72	966	611	6,806 00	.....	111 57	.....
462	Bellows Falls to Windsor	25	.....	2,500 00	.....	100 00	396	150	3,046 00	.....	122 00	.....
469	Bellows Falls to Burlington	120	.....	12,000 00	.....	100 00	1,635	1,500	15,135 00	.....	126 00	.....
	Brattleboro' to Bellows Falls	24	.....	2,400 00	.....	100 00	584	176	3,160 00	.....	131 66	.....
			457½	.....	44,594 00	.....	.....	.....	.....	54,907 00	.....	120 00

MASSACHUSETTS.

601	Boston to Portsmouth, N. H.	54½	.....	.....	.....	128 57	1,223	1,114	9,547 00	.....	162 00	.....
602	Branch to Marblehead	4	.....	7,210 00	.....	42 86	.....	.....	.....	.....	.....	.....
	Boston to South Berwick Junction	74½	.....	.....	.....	100 00	.....	.....	.....	.....	.....	.....
	Branch to Medford	5½	.....	.....	.....	42 94	.....	.....	.....	.....	.....	.....
603	Branch, Rollinsford to Great Falls	3	.....	.....	.....	42 94	2,100	1,175	11,090 00	.....	133 61	.....
	Boston to Lowell	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
604	Branch, Winchester to Woburn	3	.....	3,600 00	.....	124 00	317	.....	3,917 00	.....	135 07	.....
	Boston to Fitchburg	50½	.....	.....	.....	128 57	.....	.....	.....	.....	.....	.....
	Branch, Cambridge to Lexington	8	.....	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, Junction to Watertown	4	.....	.....	.....	50 00	.....	.....	.....	.....	.....	.....
605	Branch, South Acton to Feltonville	9	.....	7,425 00	.....	50 00	694	584	8,703 00	.....	121 29	.....
	Boston to Worcester	46	.....	.....	.....	250 00	.....	.....	.....	.....	.....	.....
	Branch, Natick to Saxonville	4	.....	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Framingham	2	.....	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Branch, South Framingham to Milford	12	.....	.....	.....	42 85	.....	.....	.....	.....	.....	.....
606	Branch to Milbury	4	.....	.....	.....	42 85	540	750	13,822 00	.....	197 45	.....
	Branch, Ausable Station to Newton Lower Falls	2	.....	.....	.....	42 85	.....	.....	.....	.....	.....	.....
	Boston to Providence, R. I.	45	.....	.....	.....	113 88	.....	.....	.....	.....	.....	.....
	Branch to Dedham	5	.....	.....	.....	50 00	.....	.....	.....	.....	.....	.....
607	Branch to Sekonk	8	.....	5,718 00	.....	42 87	327	75	6,120 00	.....	105 54	.....
	Boston to Blackstone	35	.....	.....	.....	50 00	.....	.....	.....	.....	.....	.....
	Branch, North Wrentham to Medway	4	.....	1,922 00	.....	43 00	.....	.....	1,922 00	.....	49 30	.....
608	Boston to Plymouth	37½	.....	3,225 00	.....	124 00	88	1,425	4,378 00	.....	126 35	.....
608a	South Abington to Bridgewater	7½	.....	200 00	.....	26 66	.....	.....	200 00	.....	26 66	.....
613	Salem to Gloucester	16	.....	800 00	.....	50 00	.....	.....	800 00	.....	50 00	.....
615	Salem to Lawrence	20	.....	713 00	.....	35 65	.....	.....	713 00	.....	35 65	.....
618	Lawrence to Manchester	28	.....	1,400 00	.....	50 00	234	.....	1,634 00	.....	58 35	.....
622	Lowell to Lawrence	14	.....	700 00	.....	50 00	.....	69	769 00	.....	54 93	.....
625	Groton Junction to Mason Village	23	.....	986 00	.....	42 87	.....	.....	986 00	.....	42 87	.....
626	Groton Junction to Lowell	17	.....	854 00	.....	50 23	.....	.....	854 00	.....	50 23	.....
628	Boston to Dover	18	.....	500 00	.....	27 77	.....	.....	500 00	.....	27 77	.....
634	South Braintree Junction to Fall River	42	.....	3,800 00	.....	90 48	168	.....	3,968 00	.....	94 50	.....
635	Braintree Depot to Cohasset	12	.....	900 00	.....	75 00	.....	.....	900 00	.....	75 00	.....
641	Middleboro' to Hyannis	47	.....	4,042 00	.....	103 00	344	800	5,186 00	.....	123 50	.....
648	New Bedford to West Wareham	16½	.....	800 00	.....	50 00	.....	200	1,000 00	.....	62 50	.....
652	Taunton to Mansfield Junction	12	.....	1,200 00	.....	100 00	.....	115	1,315 00	.....	109 50	.....

* 12 times a week 4 months, 6 times a week 8 months.

† 12 times a week 3 months, 6 times a week 9 months.

E—Continued.

Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	No. of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Annual cost of route agencies. Dollars.	Annual cost of mail messenger service. Dollars.	Total annual cost on each route. Dollars.	Total annual cost in each State. Dollars.	Total annual cost per mile. Dollars.	Total average cost per mile in each State.
MASSACHUSETTS—Continued.													
653	Taunton to New Bedford.....	21	.....	19	2,100 00	.....	100 00	.....	.....	2,100 00	.....	100 00	.....
660	Fitchburg to Bellows Falls, Vt.....	64	.....	12	6,400 00	.....	100 00	871	554	7,825 00	.....	122 26	.....
661	Fitchburg to Brattleboro, Vt.....	67½	.....	6	4,637 00	.....	60 22	864	445	5,944 00	.....	77 20	.....
666	Palmer to Amherst.....	10	.....	18	857 00	.....	42 85	.....	124	981 00	.....	49 05	.....
672	Worcester to Albany.....	55	.....	19	.....	.....	250 00	.....	175	28,531 00	.....	181 72	.....
673	Worcester to Nashua.....	102	.....	12	26,509 00	.....	125 00	1,856	409	4,477 75	.....	97 34	.....
692	Springfield to Keene.....	46	.....	12	3,468 75	.....	75 41	600	.....	.....	.....	.....	.....
692a	Willimantic to South Hadley.....	50	.....	12	6,200 00	.....	50 00	1,216	548	7,964 00	.....	107 62	.....
693	Springfield to Chicopee Falls.....	24	.....	6	250 00	.....	41 66	.....	.....	250 00	.....	41 66	.....
699	Pittsfield to North Adams.....	6	.....	6	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
703	Sterling Junction to Fitchburg.....	21	.....	12	900 00	.....	42 76	.....	.....	900 00	.....	42 76	.....
708	Salem to Lowell.....	14	.....	12	700 00	.....	50 00	.....	.....	700 00	.....	50 00	.....
710	Framingham to Northboro'.....	24	.....	12	1,200 00	.....	50 00	.....	.....	1,200 00	.....	50 00	.....
		15	.....	6	500 00	.....	33 33	.....	.....	500 00	.....	33 33	.....
			1,264½	.....	.....	120,350 75	.....	.....	.....	.....	140,319 75	.....	111 02
801	Providence to Bristol.....	15	.....	12	512 00	.....	34 00	.....	.....	512 00	.....	34 00	.....
802	Providence to Stonington, Ct.....	50	.....	12	5,000 00	.....	100 00	364	219	5,583 00	.....	111 66	.....
807	Providence to Worcester, Mass..	44	.....	12	3,300 00	.....	92 00	600	744	4,644 00	.....	105 54	.....
			109	.....	.....	8,812 00	.....	.....	.....	.....	10,739 00	.....	104 26
907	Waterbury to Providence, R. I.....	122½	.....	6	6,137 50	.....	50 00	1,400	532	8,069 50	.....	65 65	.....
925	Norwich to Worcester, Mass.....	59	.....	12	5,057 00	.....	85 71	600	111	5,768 00	.....	97 76	.....
928	New London to Palmer, Mass.....	30	.....	12	.....	.....	85 71	.....	601	5,573 00	.....	84 44	.....
933	Middletown to depot on New Haven, Hartford, and Springfield Railroad.....	36	.....	6	4,372 00	.....	50 00	600	50	550 00	.....	55 00	.....
		10	.....	13	500 00	.....	50 00	.....	.....	.....	.....	.....	.....
RHODE ISLAND.													
801	Providence to Bristol.....	15	.....	12	512 00	.....	34 00	.....	.....	512 00	.....	34 00	.....
802	Providence to Stonington, Ct.....	50	.....	12	5,000 00	.....	100 00	364	219	5,583 00	.....	111 66	.....
807	Providence to Worcester, Mass..	44	.....	12	3,300 00	.....	92 00	600	744	4,644 00	.....	105 54	.....
			109	.....	.....	8,812 00	.....	.....	.....	.....	10,739 00	.....	104 26
CONNECTICUT.													
907	Waterbury to Providence, R. I.....	122½	.....	6	6,137 50	.....	50 00	1,400	532	8,069 50	.....	65 65	.....
925	Norwich to Worcester, Mass.....	59	.....	12	5,057 00	.....	85 71	600	111	5,768 00	.....	97 76	.....
928	New London to Palmer, Mass.....	30	.....	12	.....	.....	85 71	.....	601	5,573 00	.....	84 44	.....
933	Middletown to depot on New Haven, Hartford, and Springfield Railroad.....	36	.....	6	4,372 00	.....	50 00	600	50	550 00	.....	55 00	.....
		10	.....	13	500 00	.....	50 00	.....	.....	.....	.....	.....	.....

937	New Haven to New London.....	50	.....	12	4,285 00	.....	85 70	600	725	5,610 00	.....	112 20	.....
939	New Haven to Springfield, Mass.....	63½	.....	19	15,823 00	.....	250 00	1,038	837	17,708 00	.....	278 86	.....
940	New Haven to Northampton.....	76	.....	12½	.....	.....	50 00	.....	.....	.....	.....	.....	.....
941	Branch, Farmington to Collinsville.....	74	.....	6	4,121 50	.....	49 35	600	401	5,122 50	.....	61 34	.....
942	New Haven to New York.....	78	.....	19	19,500 00	.....	250 00	1,800	612	21,912 00	.....	280 92	.....
943	Bridgeport to Winchester, Mass.....	62	.....	12	3,100 00	.....	50 00	700	297	4,097 00	.....	66 00	.....
959	Bridgeport to State line, Mass., with branch to Pittsfield.....	121	.....	6	5,143 00	.....	42 50	1,200	123	6,466 00	.....	53 43	.....
	South Norwalk to Danbury.....	23½	.....	12	1,307 00	.....	55 60	.....	305	1,612 00	.....	68 59	.....
			739			69,356 00					82,488 00		111 60
1001	New York to Dunkirk.....	460	.....	19	92,000 00	.....	200 00	6,300	3,666	101,966 00	.....	221 67	.....
1002	Branch, Sufferns to Piermont.....	18	.....	6	772 00	.....	42 86	.....	.....	772 00	.....	42 86	.....
1003	New York to Albany.....	144	.....	19	32,409 00	.....	225 00	3,600	5,101	41,101 00	.....	285 72	.....
1008	New York to Chatham Four Corners.....	130½	.....	6	5,593 00	.....	42 86	1,200	1,450	8,243 00	.....	63 17	.....
1034	New York to Greenport.....	101	.....	6	4,950 00	.....	49 00	1,400	2,496	8,846 00	.....	87 58	.....
1034	Newburgh to Chester.....	19	.....	6	814 00	.....	42 86	.....	.....	814 00	.....	42 86	.....
1064	Hudson to West Stockbridge, Mass.....	34	.....	12	1,000 00	.....	29 41	.....	.....	1,000 00	.....	29 41	.....
1074	Eagle Bridge to Rutland, Vt.....	62½	.....	12	6,250 00	.....	100 00	842	102	7,194 00	.....	115 10	.....
1081	Albany to Schenectady.....	17	.....	25	3,400 00	.....	200 00	286	15	3,701 00	.....	217 69	.....
1087	Troy to Albany.....	7	.....	13	1,050 00	.....	150 00	.....	.....	1,050 00	.....	150 00	.....
1088	Troy to Schenectady.....	22	.....	12	1,650 00	.....	75 00	.....	.....	1,650 00	.....	75 00	.....
1089	Troy to Saratoga Springs.....	32	.....	12	3,200 00	.....	100 00	521	300	4,021 00	.....	125 65	.....
1100	Saratoga Springs to Castleton, Vt.....	54	.....	12	5,400 00	.....	100 00	879	148	6,427 00	.....	118 98	.....
1126	Plattsburg to Canada line.....	23	.....	6	986 00	.....	42 86	.....	85	1,081 00	.....	46 47	.....
1128	Rouse's Point to Ogdensburg.....	119	.....	6	5,100 00	.....	42 86	1,400	688	7,188 00	.....	60 43	.....
1151	Sackett's Harbor to Pierrepont Manor.....	18½	.....	6	791 65	.....	42 86	.....	378	1,169 65	.....	63 23	.....
1162	Schenectady to Ballston.....	16	.....	12	800 00	.....	50 00	.....	150	950 00	.....	59 37	.....
1164	Schenectady to Utica.....	78	.....	25	15,600 00	.....	200 00	1,312	1,004	17,916 00	.....	229 69	.....
1191	Utica to Syracuse.....	53	.....	25	10,600 00	.....	200 00	892	708	12,200 00	.....	230 19	.....
1201	Rome to Cape Vincent.....	73	.....	12½	.....	.....	85 86	.....	.....	.....	.....	.....	.....
1217	Syracuse to Rochester.....	24	.....	6	8,329 00	.....	200 00	1,200	1,350	10,879 00	.....	112 15	.....
1218	Syracuse to Rochester.....	104	.....	12	20,800 00	.....	200 00	1,749	2,174	24,723 00	.....	237 62	.....
1219	Syracuse to Oswego.....	80	.....	13	8,000 00	.....	100 00	800	1,311	10,111 00	.....	126 38	.....
1258	Canandaigua to Watkins.....	35½	.....	12	3,043 00	.....	85 72	.....	120	3,163 00	.....	89 78	.....
1261	Canandaigua to Niagara Falls.....	46½	.....	12	2,325 00	.....	50 00	390	486	3,207 00	.....	68 84	.....
1264	Rochester to Niagara Falls.....	50	.....	12½	.....	.....	46 53	824	767	6,105 00	.....	62 93	.....
1264	Rochester to Niagara Falls.....	47	.....	6	4,514 00	.....	150 00	1,600	1,174	10,374 00	.....	136 48	.....
1269	Rochester to Buffalo.....	76	.....	12	11,400 00	.....	200 00	1,161	975	15,936 00	.....	230 96	.....
1287	Batavia to Attica.....	69	.....	25	13,800 00	.....	50 00	.....	.....	550 00	.....	50 00	.....
1305	Buffalo to Lewiston.....	11	.....	6	1,450 00	.....	50 00	.....	.....	1,450 00	.....	50 00	.....
1306	Buffalo to Hornellsville.....	29	.....	6	4,550 00	.....	50 00	1,200	1,322	7,072 00	.....	77 71	.....
1311	Buffalo to State line.....	91	.....	6	13,800 00	.....	200 00	1,600	914	16,314 00	.....	236 43	.....
1357	Corning to Batavia.....	69	.....	12	4,286 00	.....	42 86	1,400	916	6,602 00	.....	66 02	.....
1359	Branch, Avon to Rochester.....	100	.....	6	772 00	.....	42 86	.....	.....	772 00	.....	42 86	.....
1359	Elmira to Watkins.....	18	.....	6	1,100 00	.....	50 00	186	.....	1,286 00	.....	58 45	.....
1365	Owego to Ithaca.....	22	.....	12	1,415 00	.....	42 86	700	176	2,291 00	.....	69 43	.....
1440	Buffalo to Lockport.....	33	.....	12	1,100 00	.....	50 00	.....	.....	1,100 00	.....	50 00	.....
1459	Suspension Bridge to Detroit, Mich.....	220	.....	6	6,600 00	.....	30 00	1,600	600	8,800 00	.....	40 00	.....

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
NEW YORK—Continued.													
1460	Troy to North Bennington, Vt.	32½	.....	12	3,250 00	.....	100 00	224	584	4,058 00	.....	124 86	.....
1461	Troy to Eagle Bridge	33	.....	12	2,829 00	.....	85 42	758	255	3,842 00	.....	116 42	.....
1463	Syracuse to Binghamton	80	.....	6	3,429 00	.....	42 86	700	844	4,973 00	.....	61 68	.....
1475	North Potsdam to Canton	6	.....	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
			2,780½	.....	.....	309,998 65	.....	.....	.....	.....	371,197 65	.....	133 53
NEW JERSEY.													
2801	New York to New Brunswick*	36	.....	19	13,500 00	.....	375 00	1,520	1,325	16,345 00	.....	454 02	.....
2802	Elizabethport to Easton	64	.....	12	5,736 00	.....	89 62	700	1,302	7,738 00	.....	120 90	.....
2803	New York to Hackettstown	63	.....	12	3,857 00	.....	61 22	800	1,163	5,820 00	.....	92 36	.....
2818	New Brunswick to Philadelphia, Pa.†	54	.....	19	20,250 00	.....	375 00	2,280	1,917	24,447 00	.....	452 72	.....
2838	Waterloo to Newton	11	.....	12	550 00	.....	50 00	.....	50	600 00	.....	54 54	.....
2848	Jamesburgh to Freehold	11	.....	6	572 00	.....	52 00	.....	.....	572 00	.....	52 00	.....
2857	Trenton to Belvidere	64	.....	12	3,850 00	.....	50 00	800	518	5,168 00	.....	67 11	.....
2874	Branch to Flemington	13	.....	6	9,800 00	.....	136 11	.....	341	10,141 00	.....	140 84	.....
2884	Philadelphia to South Amboy	72	.....	7	2,572 00	.....	43 59	.....	435	3,007 00	.....	50 96	.....
2888	Camden to Atlantic City	59	.....	12	350 00	.....	50 00	.....	.....	350 00	.....	50 00	.....
	Burlington to Mount Holly	7	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
			454	.....	.....	61,037 00	.....	.....	.....	.....	74,188 00	.....	163 40
PENNSYLVANIA.													
3001	Philadelphia to Columbia	70	.....	14	14,675 00	.....	200 00	1,177	1,592	17,444 00	.....	239 55	.....
3002	Philadelphia to Pottsville	13½	.....	6	14,218 00	.....	50 00	1,600	3,924	19,742 00	.....	50 00	.....
3015	West Chester to Philadelphia	97	.....	12	1,020 00	.....	146 58	.....	.....	1,020 00	.....	203 52	.....
3029	Lancaster to Harrisburgh	34	.....	12	7,525 00	.....	30 00	623	200	8,348 00	.....	30 00	.....
3039	Columbia to Middletown	37½	.....	14	815 00	.....	203 46	.....	360	1,175 00	.....	221 87	.....
3055	Port Clinton to Williamsport	19	.....	6	5,100 00	.....	42 90	1,691	1,455	8,246 00	.....	61 84	.....
3057	Schuylkill Haven to Tremont	119	.....	6	550 00	.....	42 85	.....	.....	550 00	.....	69 29	.....
3103	Sunbury to Mt. Carmel	12	.....	6	1,400 00	.....	45 83	700	348	1,400 00	.....	45 83	.....
3109	Easton to Mauch Chunk	28	.....	6	2,300 00	.....	50 00	.....	.....	3,348 00	.....	50 00	.....
		46	.....	6	.....	.....	50 00	.....	.....	.....	.....	72 78	.....

3158	Great Bend to New Hampton	133	.....	6	7,980 00	.....	60 00	1,400	1,438	10,818 00	.....	81 33
3193	York to Harrisburg	27	.....	14	5,400 00	.....	200 00	848	35	6,283 00	.....	232 70
3196	Harrisburg to Auburn	59	.....	6	1,770 00	.....	30 00	.....	.....	1,770 00	.....	30 00
3200	Harrisburg to Chambersburg	52	.....	12	5,200 00	.....	100 00	.....	50	5,250 00	.....	100 96
3201	Harrisburg to Pittsburg	250	.....	14	50,500 00	.....	202 00	3,600	3,413	57,513 00	.....	230 06
3219	Hanover Junction to Hanover	13	.....	12	650 00	.....	50 00	.....	.....	650 00	.....	50 00
3243	Sunbury to Milton	14	.....	6	600 00	.....	42 85	.....	200	800 00	.....	57 14
3260	Williamsport to Elmira	77	.....	6	3,300 00	.....	42 86	1,109	278	4,687 00	.....	60 87
3273	Blossburgh to Corning	40	.....	6	1,715 00	.....	42 87	700	264	2,679 00	.....	66 97
3300	Huntingdon to Allaquippa	34	.....	6	1,700 00	.....	50 00	.....	.....	1,700 00	.....	50 00
3410	Pittsburgh to Kittaning	43	.....	6	3,150 00	.....	73 25	700	.....	3,850 00	.....	89 53
3448	Northville to Erie	20	.....	14	4,000 00	.....	200 00	.....	247	4,247 00	.....	212 35
3480	Strasburg to Leamon Place	4	.....	6	172 00	.....	43 00	.....	.....	172 00	.....	43 00
3485	Scranton to Kingston	18	.....	6	540 00	.....	30 00	.....	.....	540 00	.....	30 00
			1,260	.....	.....	134,280 00	.....	.....	.....	.....	162,232 00	129 54
3818	Wilmington to Canterbury	57	57	12	4,275 00	4,275 00	75 00	700	1,657	6,632 00	6,632 00	116 35
3901	Baltimore to Washington, D. C.	40	.....	25	12,000 00	.....	300 00	1,972	1,130	15,102 00	.....	377 55
3902	Baltimore to Wheeling, Va.	179	.....	13	.....	.....	300 00	.....	.....	.....	.....	341 78
		201	.....	13	94,200 00	.....	200 00	5,400	2,069	101,669 00	.....	200 00
3903	Branch to Frederick	3	.....	7	.....	.....	100 00	.....	.....	.....	.....	100 00
3904	Baltimore to Philadelphia, Pa.	100	.....	19	37,500 00	.....	375 00	5,028	2,959	45,487 00	.....	454 87
		59	.....	14	.....	.....	200 00	.....	.....	.....	.....	232 91
		134	.....	7	12,450 00	.....	48 15	1,852	90	14,392 00	.....	48 15
3919	Annapolis to Annapolis Junction	20	.....	13	2,858 00	.....	142 90	.....	.....	2,858 00	.....	142 90
			615½	.....	.....	159,008 00	.....	.....	.....	.....	179,508 00	291 64
9006	Bell Air to Columbus	137½	.....	12	27,575 00	.....	200 00	2,400	490	30,465 00	.....	220 96
9010	Steubenville to Newark	116	.....	6	8,940 00	.....	75 00	1,400	384	10,964 00	.....	88 42
		8	.....	6	245 00	.....	30 00	.....	.....	.....	.....	.....
9050	Branch Means to Cadiz	339	.....	12	46,612 50	.....	137 50	3,800	1,510	51,922 50	.....	153 15
9097	Pittsburg to Columbia City	96	.....	12	19,200 00	.....	200 00	1,800	1,437	22,437 00	.....	233 73
9108	Erie, Pa., to Cleveland, Ohio	58½	.....	12	12,937 50	.....	150 00	1,600	944	15,481 50	.....	154 81
		41	.....	12	.....	.....	100 00	.....	.....	.....	.....	.....
9110	Cleveland to Toledo	110	.....	12	22,000 00	.....	200 00	1,600	115	23,715 00	.....	215 59
9114	Hudson to Millersburg	62	.....	6	1,860 00	.....	30 00	700	315	2,845 00	.....	46 63
9120	Bayard to New Philadelphia	32	.....	6	1,372 00	.....	42 86	400	59	1,831 00	.....	57 22

* Includes \$2,700; being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
† Includes \$4,050; being 25 per cent. on \$300 a mile for night service, and for a third extra trip.
‡ Includes \$6,900 for ferry at night, and accommodations for agents in night trains.
§ Offer of Department.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
	OHIO—Continued.												
9121	Oneida Mills to Carrolton.....	12	.....	6	360 00	.....	30 00	.....	.....	360 00	.....	30 00	.....
9142	Sandusky to Newark.....	124	.....	12	12,400 00	.....	100 00	1,400	698	14,498 00	.....	116 92	.....
9171	Columbus to Cleveland.....	60	.....	12	29,100 00	.....	225 00	1,800	1,229	32,129 00	.....	243 40	.....
		72	.....	.....	.....	.....	200 00	.....	.....	.....	.....	.....	.....
9177	Columbus to Xenia.....	55	.....	13	12,375 00	.....	225 00	832	235	13,442 00	.....	244 40	.....
9178	Columbus to Piqua.....	73	.....	6	3,129 00	.....	42 86	700	333	4,161 00	.....	57 00	.....
9188	Galion to Union City.....	119	.....	12	17,850 00	.....	150 00	1,600	62	19,512 00	.....	164 00	.....
9274	Toledo to Grafton Station.....	88½	.....	6	3,793 00	.....	42 86	1,600	738	6,131 00	.....	69 27	.....
9275	Toledo to Lafayette.....	203	.....	6	15,225 00	.....	75 00	2,400	564	18,189 00	.....	89 60	.....
9276	Toledo to Bryan.....	55	.....	6	1,650 00	.....	30 00	.....	.....	1,650 00	.....	30 00	.....
9302	Cincinnati to Richmond.....	73	.....	6	4,693 00	.....	64 29	800	980	6,473 00	.....	88 67	.....
9303	Cincinnati to Dayton.....	60	.....	12	7,500 00	.....	125 00	667	1,046	9,213 00	.....	153 55	.....
9306	Cincinnati to Springfield.....	19	.....	6	.....	.....	100 00	.....	.....	.....	.....	.....	.....
		65	.....	13	16,525 00	.....	225 00	968	225	17,718 00	.....	210 91	.....
9324	Loveland to Athens.....	135	.....	6	13,500 00	.....	100 00	1,400	683	15,583 00	.....	115 43	.....
9325	Blanchester to Hillsboro'.....	21	.....	6	787 50	.....	37 50	.....	.....	787 50	.....	37 50	.....
9329	Morrow to Zanesville.....	132.9	.....	6	9,967 50	.....	75 00	1,600	900	12,467 50	.....	93 81	.....
9330	Xenia to Dayton.....	16	.....	12	2,000 00	.....	125 00	200	20	2,220 00	.....	138 75	.....
9371	Dayton to Union City.....	47	.....	6	2,350 00	.....	50 00	500	207	3,057 00	.....	65 00	.....
9373	Dayton to Piqua.....	28	.....	6	1,200 00	.....	42 86	.....	.....	1,200 00	.....	42 86	.....
9391	Springfield to Sandusky.....	132	.....	12	13,200 00	.....	100 00	1,466	428	15,094 00	.....	114 34	.....
	Branch, Tiffin to Sandusky.....	38	.....	6	1,140 00	.....	30 00	.....	.....	1,140 00	.....	30 00	.....
	Branch, Carey to Finley.....	16	.....	6	480 00	.....	30 00	.....	.....	480 00	.....	30 00	.....
9392	Springfield to Delaware.....	50	.....	6	2,143 00	.....	42 86	.....	65	2,208 00	.....	44 16	.....
9394	Springfield to Dayton.....	24	.....	12	2,400 00	.....	100 00	267	212	2,879 00	.....	119 96	.....
9406	Portsmouth to Reed's Mills.....	56	.....	6	2,400 00	.....	42 86	700	.....	3,100 00	.....	55 35	.....
9407	Cleveland to Warren.....	53	.....	6	2,271 00	.....	42 86	700	200	3,171 00	.....	59 85	.....
9409	Union City to Indianapolis.....	85	.....	12	12,750 00	.....	150 00	800	163	13,713 00	.....	161 33	.....
			2,912	.....	.....	331,926 00	.....	.....	.....	.....	380,268 00	.....	130 58
	VIRGINIA.												
4802	Richmond to Petersburg.....	24½	.....	14	7,350 00	.....	300 00	1,000	.....	8,350 00	.....	340 81	.....
4803	Petersburg to Weldon, N. O.....	64	.....	14	10,200 00	.....	300 00	2,000	100	12,300 00	.....	348 43	.....

4831	Washington to Richmond	171	14	42,750 00	250 00	5,000	111	48,400 00	284 32
	Branch to Warrenton	9	7	450 00	50 00	1,200	188	450 00	50 00
4836	Tudor Hall to Strasburg	62	6	2,657 15	42 86	1,800	98	4,045 15	65 25
4854	Richmond to Danville	141 1/2	6	11,962 50	84 54	1,800	130	13,860 50	97 95
4855	Petersburg to Lynchburg	123	6	12,300 00	100 00	1,600	130	14,030 00	114 06
4856	Lynchburg to Abingdon	189	6	18,900 00	100 00	2,400	904	22,204 00	117 50
4903	Gordonsville to Millboro' Springs Station	101.65	7	10,165 00	100 00	1,600	904	11,765 00	115 75
4957	Petersburg to City Point	12	6	600 00	50 00	1,000 00	113	1,000 00	50 00
4961	Hicksford to Gaston, N. C.	20	7	1,000 00	50 00	900	40	9,013 00	50 00
4972	Portsmouth to Weldon, N. C.	80	7	8,000 00	100 00	3,240 00	113	3,240 00	112 66
5001	Winchester to Harper's Ferry	32	6	3,200 00	100 00	1,029.65	40	3,240 00	101 25
		1,029.65			138,534 65			159,518 65	156 00
NORTH CAROLINA.									
5601	Weldon to Wilmington	162	14	48,600 00	300 00	4,000	130	52,730 00	325 50
5610	Goldsboro' to Charlotte	223	7	22,300 00	100 00	3,200	1,090	26,590 00	119 23
5665	Raleigh to Weldon	99	7	9,900 00	100 00	1,600	124	11,624 00	117 41
5672	Ridgeway to Clarksville	25	6	1,071 43	42 86	81,871 43		1,071 43	42 86
		509						92,015 43	180 78
SOUTH CAROLINA.									
6001	Columbia to Greenville	166 1/2	6	15,600 00	93 55	1,400	156	17,156 00	102 88
6002	Columbia to Charlotte	110	6	11,700 00	106 35	1,400	170	13,270 00	120 63
6011	Kingsville to Wilmington	171	14	42,750 00	250 00	4,000	512	47,262 00	276 32
6012	Kingsville to Augusta	117	14	27,787 50	237 50	3,000	513	31,300 50	267 52
	Branch to Branchville	64	14	15,200 00	237 50		72	15,272 00	238 62
	Branch to Columbia	27	14	6,062 50	224 53			6,062 50	224 53
6017	Branch to Camden	39	7	1,950 00	50 00	1,950 00	150	2,100 00	53 85
6080	Florence to Cheraw	40	6	1,714 29	42 86	1,714 29	425	2,139 29	53 48
6113	Chester C. H. to Yorkville	23 1/2	6	1,400 00	59 57	1,400 00		1,400 00	59 57
	Newberry C. H. to Laurens C. H.	31	6	1,328 57	42 86	1,328 57		1,328 57	42 86
6157	Alston to Simsville	25	6	1,071 43	42 86	1,071 43		1,071 43	42 86
		814 1/2			126,564 29			138,362 29	169 92
GEORGIA.									
6301	Savannah to Macon	192	14	29,100 00	151 56	1,800	140	31,040 00	161 66
6302	Macon to Atlanta	102	7	10,200 00	100 00		180	10,380 00	101 76
6303	Macon to Columbus	102	14	15,300 00	150 00	1,350	50	16,700 00	163 72
6304	Fort Valley to Americus	43	7	3,225 00	75 00			3,225 00	75 00
6314	Millin to Augusta	54	14	8,100 00	150 00	900		9,000 00	166 66
6322	Milledgeville to Gordon	17	7	1,000 00	58 82			1,000 00	58 82
6326	Milledgeville to Entonton	23	7	1,150 00	50 00			1,150 00	50 00
6391	Augusta to Atlanta	174 1/2	14	41,818 00	234 60	2,400	205	44,423 00	249 21
	Branch Camak to Warrenton	3 1/2	7	20,543 75	237 50	1,275	100	21,918 75	253 39
6392	Atlanta to West Point	86 1/2	14	22,750 00	162 50	3,200	384	25,334 00	188 10
6393	Atlanta to Chattanooga, Tennessee	140	14	950 00	50 00			950 00	50 00
6398	Double Wells to Washington	19	6						

9	II	0
9	III	918
9	III	000
9	II	818

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
6399	Union Point to Athens.....	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6465	Kingston to Rome.....	19	.....	7	1,108 00	.....	58 31	.....	.....	1,108 00	.....	58 31	.....
			1,015½	.....	.....	157,244 75	.....	.....	.....	.....	169,228 75	.....	166 60
	GEORGIA—Continued.												
13003	Detroit to Chicago, Illinois.....	282½	.....	12	42,375 00	.....	150 00	3,600	868	46,843 00	.....	165 82	.....
13005	Detroit to Owosso.....	79½	.....	6	5,962 00	.....	75 00	1,400	126	7,488 00	.....	94 20	.....
13018	Toledo, Ohio, to Chicago, Illinois.....	242	.....	12	36,300 00	.....	150 00	3,600	1,521	41,421 00	.....	171 16	.....
13019	Monroe to Adrian.....	36	.....	6	3,086 00	.....	85 71	.....	.....	3,086 00	.....	85 71	.....
13020	White Pigeon to Three Rivers.....	13	.....	6	325 00	.....	25 00	.....	.....	325 00	.....	25 00	.....
13021	Elkhart to Goshen.....	10	.....	6	429 00	.....	42 86	.....	.....	429 00	.....	42 86	.....
13025	Adrian to Jackson.....	40	.....	6	1,714 00	.....	42 86	.....	164	1,878 00	.....	46 95	.....
	MICHIGAN.		703	.....	.....	90,191 00	.....	.....	.....	.....	101,470 00	.....	144 33
	INDIANA.												
14500	Indianapolis to Cincinnati.....	113½	.....	12	11,350 00	.....	100 00	1,600	308	13,258 00	.....	116 81	.....
14502	Indianapolis to Madison.....	87	.....	6	4,350 00	.....	50 00	800	40	5,190 00	.....	59 65	.....
14503	Indianapolis to Lafayette.....	64	.....	12	9,600 00	.....	150 00	1,500	40	11,140 00	.....	174 06	.....
14505	Indianapolis to Peru.....	78	.....	6	3,900 00	.....	50 00	800	110	4,800 00	.....	61 66	.....
14512	Franklin to Martinsville.....	26	.....	6	780 00	.....	30 00	.....	.....	780 00	.....	30 00	.....
14513	Edinburgh to Rushville.....	37	.....	6	1,585 00	.....	42 86	.....	197	1,782 00	.....	48 16	.....
14515	Jeffersonville to Edinburgh.....	49	.....	12	.....	.....	125 00	.....	.....	.....	.....	.....	.....
14516	New Albany to Michigan city.....	28	.....	12	8,925 00	.....	100 00	1,400	164	10,489 00	.....	136 22	.....
		135	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
14529	Evansville to Terre Haute.....	153	.....	12	22,050 00	.....	100 00	3,200	1,261	26,511 00	.....	92 05	.....
14533	Cincinnati to Seymour.....	110	.....	6	8,250 00	.....	75 00	1,400	385	10,035 00	.....	91 22	.....
14715a	Toledo to Logansport.....	89	.....	12	11,125 00	.....	125 00	1,400	471	12,996 00	.....	146 02	.....
14732a	Laport to Plymouth.....	167	.....	6	8,850 00	.....	50 00	1,600	854	11,304 00	.....	67 74	.....
14738	Richmond to Logansport.....	30	.....	6	900 00	.....	30 00	800	.....	900 00	.....	30 00	.....
		73	1,239½	6	3,129 00	.....	42 86	.....	143	4,072 00	113,267 00	55 78	91 41

ILLINOIS.												
13252a	Terre Haute, Ind., to St. Louis, Mo.	194	.....	6	9,700 00	.....	50 00	1,400	824	11,924 00	.....	61 46
13253	Tolono to Naples	132½	.....	12	9,937 00	.....	75 00	1,400	544	11,881 00	.....	89 67
13264	Chicago to St. Louis, Mo.	292	.....	12	29,200 00	.....	100 00	3,200	972	33,372 00	.....	114 31
13291a	Illinoistown to Vincennes, Ind.	147	.....	6	14,700 00	.....	100 00	1,800	1,687	18,187 00	.....	123 72
13394	La Salle to Peoria	62	.....	6	3,100 00	.....	50 00	700	546	4,346 00	.....	70 10
13438	Chicago to Rock Island	181	.....	12	18,100 00	.....	100 00	2,400	775	21,275 00	.....	117 54
13439	Chicago to Freeport	121	.....	12	12,100 00	.....	100 00	800	291	13,191 00	.....	109 02
13440	Dunleith to Cairo	454	.....	12	45,400 00	.....	100 00	5,600	4,651	55,651 00	.....	122 60
13441	Chicago to Mattoon	172½	.....	6	7,393 00	.....	42 86	1,500	200	9,093 00	.....	52 71
13442	Chicago to Fulton	136	.....	6	10,200 00	.....	75 00	1,600	1,131	12,231 00	.....	89 93
13443	Chicago to Janesville	91	.....	6	3,900 00	.....	42 86	.....	.....	3,900 00	.....	42 86
13444a	Chicago to Milwaukee	85	.....	12	8,500 00	.....	100 00	1,400	285	10,183 00	.....	119 82
13452	Galesburg to Quincy	101	.....	12	10,100 00	.....	100 00	.....	420	10,520 00	.....	104 16
13459	Turner to St. Charles	7	.....	6	300 00	.....	42 86	.....	.....	300 00	.....	42 86
13505	Elgin to Whitewater	67½	.....	6	2,893 00	.....	42 86	.....	184	3,077 00	.....	45 58
13526	Junction to East Burlington	{ 58 122	.....	12	7,250 00	.....	125 00	.....	.....	.....	.....	.....
			2,423½	.....	12,200 00	204,973 00	.....	2,400	2,335	24,185 00	243,318 00	134 36
				.....	.....	.....	.....	.....	.....	.....	.....	100 39
WISCONSIN.												
13655a	Racine to Beloit	64	.....	6	2,743 00	.....	42 86	700	.....	3,443 00	.....	53 79
13662	Milwaukee to Madison	96	.....	12	5,760 00	.....	60 00	1,600	128 00	7,488 00	.....	78 00
13684a	Horicon to Waupun	15	.....	6	375 00	.....	25 00	.....	.....	375 00	.....	25 00
13741	Milton to Janesville	12	.....	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00
13806a	Fond du Lac to Junction	30	.....	6	1,285 00	.....	42 86	400	.....	1,686 00	.....	56 20
13825	Milwaukee to Beaver Dam	61	.....	6	2,615 00	.....	42 86	600	78 00	3,293 00	.....	53 98
13826	Milwaukee to Watertown	45	.....	6	1,929 00	.....	42 86	600	.....	2,529 00	.....	56 20
			323	.....	.....	15,308 00	.....	.....	.....	.....	19,414 00	60 10
9030	St. Louis to Jefferson city	125	125	7	15,625 00	15,625 00	125 00	.....	100 00	15,725 00	15,725 00	125 80
8202	Louisville to Lexington	94	.....	12	8,100 00	.....	86 17	1,600	1,597 00	11,297 00	.....	120 18
8215	Lexington to Covington	97½	.....	14	9,766 00	.....	100 00	1,600	1,182 00	12,548 00	.....	128 47
			191½	.....	.....	9,766 00	.....	.....	.....	.....	23,845 00	124 40
8455	Nashville to Chattanooga	159	.....	14	25,000 00	.....	157 22	2,400	190 00	27,590 00	.....	173 52
8496	Knoxville to Dalton	110	.....	14	16,500 00	.....	150 00	1,800	239 42	18,539 42	.....	168 54
			269	.....	.....	41,500 00	.....	.....	.....	.....	46,129 42	171 48

REPORT OF THE

E—Continued.

Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	No. of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Annual cost of route agencies. Dollars.	Annual cost of mail messenger service. Dollars.	Total annual cost on each route. Dollars.	Total annual cost in each State. Dollars.	Total annual cost per mile. Dollars.	Total average cost per mile in each State. Dollars.
	MISSISSIPPI.												
7302	Jackson to Brandon.....	13½	.....	7	1,350 00	.....	100 00	.....	.....	1,350 00	.....	100 00	.....
7304	Jackson to Vicksburg.....	46	.....	7	4,600 00	.....	100 00	.....	.....	4,600 00	.....	100 00	.....
7318	Bolton's Depot to Raymond.....	8	.....	6	600 00	.....	75 00	.....	.....	600 00	.....	75 00	.....
7319a	Grand Gulf to Port Gibson.....	8	.....	6	500 00	.....	62 50	.....	.....	500 00	.....	62 50	.....
7482	Mobile, Ala., to Macon, Miss.....	153	.....	6	4,590 00	.....	30 00	700	.....	5,290 00	.....	34 88	.....
7412a	St. Francisville to Woodville.....	28	.....	3	1,000 00	.....	35 70	.....	.....	1,000 00	.....	35 70	.....
7315a	Jackson to Canton.....	26	.....	7	2,600 00	.....	100 00	.....	.....	2,600 00	.....	100 00	.....
			282½	.....	.....	15,240 00	.....	.....	.....	.....	15,940 00	.....	53 00
	ALABAMA.												
7001	Opelika to West Point, Ga.....	21½	.....	14	5,106 25	.....	237 50	325	.....	5,431 25	.....	252 61	.....
7020	Columbus, Ga., to Montgomery, Ala.....	96½	.....	14	24,125 00	.....	250 00	1,350	240 00	25,715 00	.....	266 47	.....
7073	Memphis, Tenn., to Chawalla, and Barton, Ala., to Stevenson.....	221 4.10	.....	7	22,140 00	.....	100 00	2,400	822 00	25,362 00	.....	114 55	.....
	Branch, Moscow to Somerville, Tenn.....	13½	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
7114	Selma to Columbiana.....	72	.....	6	3,086 00	.....	42 86	.....	.....	3,086 00	.....	42 86	.....
			424 9.10	.....	.....	55,132 25	.....	.....	.....	.....	60,269 25	.....	141 84
	LOUISIANA.												
7701	New Orleans to Osyka, Miss.....	88	.....	7	8,800 00	.....	100 00	.....	.....	8,800 00	.....	100 00	.....
7808	New Orleans to Tygerville.....	68	.....	3	3,400 00	.....	50 00	.....	.....	3,400 00	.....	50 00	.....
			156	.....	.....	12,200 00	.....	.....	.....	.....	12,200 00	.....	78 20

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.—Steamboat service, as in operation on the 30th of September, 1856.

States.	Number of route.	Termini.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
New Hampshire-----	267	Weir's Bridge to Centre Harbor, and Wolfboro' and Meredith Village.	30	-----	6	\$300 00	-----	During navigation.
Do.-----	274	Alton Bay to Centre Harbor -----	30	-----	6	133 00	-----	Do.
Massachusetts-----	649	New Bedford to Edgartown-----	30	60	3	500 00	\$433 00	Mails to be carried six times a week when boats run so often.
Do.-----	649	Hyannis to Nantucket -----	30	-----	6	2,500 00	-----	
Do.-----	657	Fall River to New York-----	200	-----	6	1,500 00	-----	
Rhode Island -----	801a	Providence to Newport-----	28	260	(²)	500 00	4,500 00	
Connecticut -----	929	New London to Stonington -----	12	28	6	600 00	500 00	
New York-----	1004	New York to Stonington, Conn-----	125	12	6	7,000 00	600 00	
Do.-----	1005	New York to Norwich, Conn-----	142	-----	6	1,200 00	-----	
Do.-----	1110	Whitehall to Plattsburg-----	95	-----	6	4,800 00	-----	During navigation.
Do.-----	1365	Ithaca to Cayuga-----	40	-----	12	1,799 00	-----	
Pennsylvania -----	3409	Pittsburg to Brownsville -----	55	402	6	3,000 00	14,799 00	Do.
Ohio-----	9232	Portsmouth to Cincinnati-----	123	55	3	2,500 00	-----	Do.
Do.-----	9309	Cincinnati to Maysville -----	64	-----	6	4,000 00	-----	Do.
Virginia -----	4946	Richmond to Norfolk -----	148	187	6	4,000 00	6,500 00	

• Twelve trips per week so long as steamers run so frequently, and six trips per week the residue of the year.

F—Continued.

State.	Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Virginia	4973	Norfolk to Baltimore, Md.	200	-----	6	\$16,500 00		
Do.	4974	Norfolk to New York	300	-----	1	520 00		
Do.	4975	Norfolk to Old Point Comfort	21	-----	6	1,248 00		
Do.	4976	Norfolk to Mathews C. H.	60	-----	2	850 00		
Do.	4979	Norfolk to Eastville	57	-----	3	3,300 00		
Do.	4984	Baltimore, Md., to Yorktown, Va.	200	-----	1	780 00		
Do.	5088	Wheeling to Parkersburg	96	-----	3	3,200 00	\$30,398 00	
North Carolina	5608	Greenville to Washington	24	-----	6	968 00		
Do.	5623	Washington to Smithville	30	-----	2	800 00		
Do.	5661	Franklin Depot to Plymouth	99	-----	3	2,500 00	4,268 00	
South Carolina	6041	Charleston to Savannah	160	-----	1	1,300 00		
Do.	3226 (old)	Charleston to New York	720	-----	2	500 00	1,800 00	
Georgia	6307	Savannah to Pilatka, Fla.	379½	-----	2	10,000 00		
Do.	6309	Savannah to New York	800	-----	1	2,080 00		
Do.	6310	Savannah to Philadelphia	800	-----	1	2,080 00		
Florida	6801	Charleston, S. C., to Pilatka, Fla.	300	1,979½	1	2,600 00	14,160 00	
Do.	6805	Pilatka to Mellonville	125	-----	1	2,500 00		
Do.	6842	Bainbridge, Ga., to Apalachicola, Fla.	206	-----	(*)	8,750 00		
Do.	6852	New Orleans, La., to Key West, Fla.	1,000	-----	(+)	41,800 00		
Do.	6853	Pensacola to Milton	30	-----	6	2,500 00	58,150 00	

Michigan	13007	Detroit to Sault St. Marie	350	-----	1	200 00	-----	During navigation.
Do.	13008	Detroit to Cleveland, Ohio	120	-----	6	2,500 00	-----	Do.
Do.	13094	Sault St. Marie to Ontonagon	300	-----	3	1,560 00	-----	Do.
				770		4,260 00		
Illinois	13414	Rock Island to Davenport	1	-----	14	427 00	-----	Do.
Do.	13527	Rock Island to Galena	100	-----	3	5,400 00	-----	Do.
				101		5,827 00		
Wisconsin	13668	Milwaukie to Sheboygan	50	-----	6	1,500 00	-----	Do.
Do.	13699	Fond du Lac to Menasha	33	-----	6	1,326 00	-----	Do.
				83		2,826 00		
Iowa	9436	Keokuk to Rock Island, Ill.	140	-----	6	7,800 00	-----	\$25 per trip.
				140		7,800 00		
Missouri	8812	St. Louis to Keokuk, Iowa	239	-----	6	15,000 00	-----	During navigation.
				239		15,000 00		
Minnesota Territory	14009	St. Paul to Galena, Ill.	350	-----	6	9,000 00	-----	Do.
Do.	14009a	St. Paul to Dubuque, Iowa	330	-----	3	1,800 00	-----	Do.
				680		10,800 00		
Kentucky	8201	Louisville to Cincinnati, Ohio	135	-----	7	9,000 00	-----	
Do.	8388	Paducah to Cairo, Ill.	50	-----	7	6,022 50	-----	Pay estimated—\$16 50 per trip.
				185		15,022 50		
Tennessee	8638	Nashville to Memphis	489	-----	3	15,000 00	-----	During navigation.
				489		15,000 00		
Alabama	7002	Stockton to Mobile	34	-----	7	10,355 00	-----	Under a coach contract.
Do.	7059	Chattanooga, Tenn., to Decatur	202	-----	3	8,357 00	-----	
				236		18,712 00		
Mississippi	7305	New Orleans to St. Francisville	170	-----	3	25,000 00	-----	
Do.	7309	New Orleans to Vicksburg	397	-----	3	40,000 00	-----	
Do.	7312	Vicksburg to Yazoo city	110	-----	3	4,500 00	-----	
				677		69,500 00		
Arkansas	7512	Napoleon to Memphis, Tennessee	203	-----	2	10,000 00	-----	
Do.	7682	Napoleon to Aberdeen	165	-----	3	15,000 00	-----	
Do.	7683	Aberdeen to Batesville	272	-----	2	20,000 00	-----	
				640		45,000 00		
Louisiana	7701	New Orleans to Mobile	183	-----	7	35,000 00	-----	
Do.	7702	New Orleans to Shreveport	670	-----	(†)	1,055 00	-----	

⊙ Three times a week 8 months—twice a week 4 months.

† Two trips per month.

‡ Service engaged by the trip—42 trips performed.

F—Continued.

States.	Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Louisiana-----	7703	New Orleans to Covington-----	60	-----	3	\$3,000 00		
Do-----	7717	Tigerville to Opelousas-----	121	-----	3	9,009 00		
Do-----	7788	New Orleans to Balize-----	120	-----	1	4,500 00		
Do-----	7809	Cairo to New Orleans-----	1,075	-----	7	329,000 00		
				2,229			\$381,624 00	
Texas-----	7851	New Orleans to Indianola-----	540	-----	2	45,000 00	-----	One additional weekly
Do-----	7852	New Orleans to Brazos Santiago-----	550	-----	2	15,000 00		trip 9 months in the
Do-----	7854	Galveston to Houston-----	80	-----	3	10,920 00		year between New Or-
				1,170			70,920 00	leans and Galveston,
California-----	12500	San Francisco to Sacramento city-----	125	-----	6	25,000 00		400 miles.
Do-----	12501	San Francisco to Stockton-----	125	-----	6	25,000 00		
Do-----	12529	Sacramento city to Marysville-----	54	-----	6	2,000 00		
				304			52,000 00	
Oregon Territory-----	12700	Astoria to Portland-----	130	-----	2	7,000 00		
Do-----	12708	Portland to Oregon city-----	14	-----	2	1,100 00		
				144			8,100 00	

WM. H. DUNDAS, Second Assistant Postmaster General.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 18, 1856.

SIR: I have the honor to submit the following report exhibiting the receipts and expenditures of the Post Office Department for the fiscal year ending June 30, 1856 (marked A and B;) the success of this office in collecting the revenues, and the labor performed in adjusting the immense number of accounts of present and late postmasters, contractors, mail messengers, special and route agents, and others; together with a statement (marked C) of the sums paid for transportation of the mails in each State and Territory, and the amount of postages collected, compensation allowed to postmasters, and the incidental expenses of post offices therein; also elaborate statistics (marked D) exhibiting the amount of postages, inland, sea, and foreign, on letters and other mailable matter received and sent by the United States steamship lines; the amount of letter postage collected on British, Prussian, Havre and Bremen mails; the amount derived by the United States and by the United States Post Office from each of the trans-Atlantic mail steamship lines; the number of letters and newspapers, and the amount of postage thereon, conveyed by the various home lines of ocean steamers; together with a statement (marked E) of the general accounts of the United States Post Office Department with Great Britain, Prussia, and Bremen, and the revenue derived by the United States from postage on British mails under the postal convention with Great Britain. Statement marked F exhibits the number of letters, circulars, newspapers and pamphlets received and delivered by "carriers," and the amount received for carriage in the cities of New York, Boston, Philadelphia, Baltimore, New Orleans, Harrisburg, Syracuse, Lowell and Manchester, under the regulations established in pursuance of the 10th section of an act approved March 3, 1851.

REVENUE ACCOUNT.

The balance standing to the credit of the Post Office Department on the books of this office on the 1st of July, 1855, was	\$527,764 74
The receipts for the fiscal year ending 30th June, 1856.....	6,920,821 66
The amount placed in the treasury for the service of the Post Office Department, being grants in aid of the revenue under acts of 3d March, 1847, 3d March, 1851, 3d March, 1855, 15th May, 1856, 29th May, 1856, and 18th August, 1856.....	3,748,881 56
Making a total revenue of.....	11,197,467 96

Brought forward.....	\$11,197,467 96
The expenditures for the fiscal year ending June 30, 1856, were.....	\$10,405,286 36
Add the amount of accounts closed as bad debts, (on these accounts judgments were obtained, executions issued thereon, and returned " <i>nulla bona</i> " prior to 1845).....	1,809 42
Also "compromised debts".....	1,385 36
	10,408,481 14
From this sum deduct the amount of credit balances closed by "suspense account"	612 96
	10,407,868 18
Making a total expenditure of.....	10,407,868 18
Leaving to the credit of the Post Office Department on the 1st of July, 1856.....	789,599 78

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payments for foreign postages, and exclusive of the balance to the credit of the department June 30, 1855, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was \$3,487,046 52.

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was, on regular routes.....	5,293
Route agents	3,495
Special routes.....	3,134
The number of mail messengers and local agents' accounts was	1,302
Total	13,224

The amount charged to "accrued transportation" and passed to the credit of contractors and others for transportation, was \$6,935,434 67.

Amount credited "accrued transportation" and charged to contractors for overcredits and damages.....	\$84,446 02
Fines imposed upon contractors.....	42,901 69
Deductions from the pay of contractors	119,838 36
	\$247,186 07

The amount actually paid for transportation during the year, was \$6,765,639 42

Of which sum there was paid for mail transportation of previous years..... \$72,590 38
 Amount paid for regular service..... 5,671,488 09
 Supply of special officers..... 194,455 61
 Route agents..... 238,187 39
 River mails 38,190 00
 6,214,911 47

And the following sums were paid for foreign mail transportation, viz :
 New York and Bremen mails..... \$216,934 98
 New York and Havre mails 150,000 00
 New Orleans and Vera Cruz mails.... 30,515 63
 Mails across the isthmus of Panama... 147,344 04
 Expenses of government agents..... 5,933 30
 550,727 95

Total..... 6,765,639 42

POSTMASTERS' ACCOUNTS.

The number of quarterly accounts of postmasters which have been examined and adjusted during the year is as follows :

In the quarter ending September 30, 1855..... 24,153
 In the quarter ending December 31, 1855..... 24,393
 In the quarter ending March 31, 1856..... 24,389
 In the quarter ending June 30, 1856..... 25,100
 Total..... 98,035

Total..... 98,035

COLLECTION OF POST OFFICE REVENUE.
 The following classification of the post offices now in operation indicates the process followed upon by the Department for rendering their quarterly postage, viz :
 1. 1,304 are deposit offices, required to deposit their net proceeds as such depositories as the Postmaster General may direct.
 18,313 are collection offices, required to pay their quarterly proceeds to such contractors as the Post Office Department may designate.
 276 are draft offices, subject to the special drafts issued by the Postmaster General.

A surplus of commissions has accrued at the following offices, after deducting the maximum compensation of the postmasters and the necessary incidental expenses of the offices, respectively, viz:

Albany, New York	\$2, 292 58	New York, New York.....	\$83, 512 43
Baltimore, Maryland	83 49	New Haven, Connecticut.....	320 13
Boston, Massachusetts.....	20, 673 20	Norwich, Connecticut.....	1, 659 49
Brooklyn, New York	589 16	Portland, Maine.....	1, 676 62
Buffalo, New York.....	2, 803 73	Philadelphia, Pennsylvania....	6, 352 14
Cleveland, Ohio.....	1, 524 16	Providence, Rhode Island.....	81 89
Chicago, Illinois	22, 673 85	Pittsburg, Pennsylvania.....	1, 438 00
Cincinnati, Ohio.....	251 80	Richmond, Virginia.....	415 86
Dubuque, Iowa.....	3, 650 22	Rochester, New York.....	495 34
Detroit, Michigan.....	1, 711 64	St. Louis, Missouri.....	1, 700 14
Davenport, Iowa.....	10 99	Syracuse, New York.....	361 24
Erie, Pennsylvania.....	1, 635 70	Springfield, Massachusetts....	787 30
Galveston, Texas.....	462 80	San Francisco, California.....	423 97
Hartford, Connecticut.....	1, 188 43	Sandusky, Ohio.....	151 47
Harrisburg, Pennsylvania.....	744 56	Toledo, Ohio.....	2, 410 99
Indianapolis, Indiana.....	1, 146 34	Troy, New York.....	2, 253 68
Jersey City, New Jersey.....	2 64	Trenton, New Jersey.....	76 96
Kensington, Pennsylvania.....	37 85	Utica, New York.....	20 79
Louisville, Kentucky.....	48 55	Washington, Dist. of Columbia	20, 135 52
Memphis, Tennessee.....	90 07	Worcester, Massachusetts.....	429 47
Madison, Wisconsin.....	113 42	Wilmington, Delaware.....	605 43
New Bedford, Massachusetts...	399 85		
Newark, New Jersey	205 14	Total.....	170, 149 03

Being \$24,522 26 less than the amount of surplus commissions of the previous fiscal year.

The aggregate amount of balances due by postmasters on the adjustment of their quarterly accounts for the year was—

For the quarter ending September 30, 1855.....	\$818,091 28
For the quarter ending December 31, 1855.....	894,282 27
For the quarter ending March 31, 1856.....	998,397 10
For the quarter ending June 30, 1856.....	919,006 90
Total.....	<u>\$3,629,777 55</u>

COLLECTION OF POST OFFICE REVENUE.

The following classification of the post offices now in operation, indicates the process relied upon by the department for realizing their quarterly postages, viz:

976 are draft offices, subject to the special drafts issued by the Postmaster General.

1,204 are deposit offices, required to despoit their net proceeds at such depositories as the Postmaster General may direct.

18,949 are collection offices, required to pay their quarterly proceeds to such contractors as the Post Office Department may designate.

4,436 are styled "special and mail messenger" offices, and are supplied with the mails by payment of their net proceeds, or a sum within that limit; making a total of 25,565 post offices in operation on the 30th of June, 1856.

During the fiscal year the collecting division of this office had in charge the following number of accounts:

Of present postmasters..... 25,565

	Debit.	Credit.	
Of late postmasters of the fiscal year 1846...	3	279	302
Do.....do.....1847...	10	295	305
Do.....do.....1848...	4	327	331
Do.....do.....1849...	16	517	533
Do.....do.....1850...	22	392	414
Do.....do.....1851...	22	320	342
Do.....do.....1852...	230	827	1057
Do.....do.....1853...	175	2111	2286
Do.....do.....1854...	383	2211	2594
Do.....do.....1855...	1397	1986	3383
Do.....do.....1856.....			6423
Total.....			<u>43,535</u>

The number of changes of postmasters reported to this office by the appointment office of the Post Office Department (occasioned by removals, resignations, deaths, and executing new bonds, &c.,) which required the final adjustment of their respective accounts, was 6,423.

The amount of revenue of "collection offices," collected by contractors on orders sent from this office during the year, was..... \$1,014,054 80

The amount collected by special drafts (of this office) of postmasters who failed to pay promptly to contractors, was..... 58,974 94

1,073,029 74

The balance due the United States by late postmasters who went out of office between July 1, 1845, and June 30, 1855, unsettled and not in suit on the 1st of July, 1855, was..... 113,655 44

Which was increased by estimated postages..... 6,760 12

Total for collection June 30, 1855..... 120,415 56

Of which sum there has been collected during the last fiscal year..... \$51,816 61

Credited on vouchers..... 4,631 21

Charged to suspense account..... 32 20

Charged to bad debt account..... 4 96

Amount referred for suit..... 14,227 00

70,711 98

Leaving uncollected on the 30th June, 1856, on accounts prior to July 1, 1855, not in suit..... 49,703 58

Brought over.....		\$49,703 58
Of which sum there is due by late postmasters in California.....	\$36,159 90	
And by the late postmasters in Oregon	2,427 61	
		<u>38,587 51</u>
Which should be deducted, as the accounts have been referred to the Post Office Department for the al- lowance of compensation to late postmasters, and of vouchers for the extraordinary incidental expenses (claimed to have been necessary) of their offices, under the provisions of the 4th and 5th sections of "an act making provisions for the postal service in the State of California, and in the Territories of Washington and Oregon," approved July 27, 1854, leaving due to the United States by late postmas- ters in the Atlantic States.....		<u>11,116 07</u>
The amount of balances due by late postmasters who went out of office between July 1, 1845, and June 30, 1855, for the collection of which suit was insti- tuted prior to June 30, 1855, was, at the date of my last report.....		68,020 94
Increased by estimated postage.....		3,218 38
Amount of new cases referred for suit during the last fiscal year.....		14,227 00
		<u>85,466 32</u>
Of which there has been collected du- ring the last fiscal year.....	\$5,132 05	
Credited on vouchers.....	394 41	
		<u>5,526 46</u>
Amount still in suit.....		79,939 86
Add amount not in suit.....		49,703 58
		<u>129,643 44</u>
Making an aggregate indebtedness of late postmasters who became late prior to July 1, 1855, (inclusive of California and Oregon) of.....		
Amount due by late postmasters who became late during the fiscal year ending June 30, 1856.....		124,094 98
Collected within the year.....	\$53,012 92	
Collected on vouchers.....	2,713 40	
Charged to "suspense account".....	161 32	
		<u>55,887 64</u>
Balance still due June 30, 1856.....		68,207 34
Of which sum this amount is in suit		8,405 17
Leaving a balance on these accounts still uncollected and not in suit to June 30, 1856, of.....		<u>59,802 17</u>

SUMMARY.

Aggregate indebtedness of late postmasters from July 1, 1845, to June 30, 1855.....	\$191,654 88
Same for the fiscal year ending June 30, 1856.....	124,094 98

Total amount for collection from July 1, 1845, to June 30, 1856.....	315,749 86
--	------------

Of which sum there was collected and closed during the fiscal year on accounts prior to June 30, 1855.....

\$62,011 44

On accounts for the year ending June 30, 1856

55,887 64

Total amount of collections..... 117,899 08

Balance still due the United States on accounts from July 1, 1845, to June 30, 1856, by postmasters who became late within that period, and not in suit.....

\$109,505 75

Same in suit.....

88,345 03

Total balance due the United States..... 197,850 78

Classification of balances still due and not in suit.

	No.	Amount.
For the year ending June 30, 1846.....	3.....	\$54 08
Do.....do.....1847.....	10.....	116 08
Do.....do.....1848.....	4.....	44 20
Do.....do.....1849.....	15.....	81 18
Do.....do.....1850.....	21.....	171 22
Do.....do.....1851.....	19.....	647 32
Do.....do.....1852.....	74.....	2,137 50
Do.....do.....1853.....	138.....	16,984 26
Do.....do.....1854.....	231.....	15,748 30
Do.....do.....1855.....	404.....	13,719 44
Do.....do.....1856.....		59,802 17
		109,505 75

Amounts in suit.

For the year ending June 30, 1846.....	\$3,025 77
Do.....do.....1847.....	728 06
Do.....do.....1848.....	898 42
Do.....do.....1849.....	1,833 37
Do.....do.....1850.....	1,167 80
Do.....do.....1851.....	2,802 96

For the year ending June 30, 1852.....	\$2,816 90
Do.....do.....1853.....	44,464 97
Do.....do.....1854.....	14,705 38
Do.....do.....1855.....	7,496 23
Do.....do.....1856.....	8,405 17
	88,345 03

Credit balances.

Balances due to late postmasters from July 1, 1845, to June 30, 1855, as stated in my last report.....	\$142,357 96
Which has been increased during the last fiscal year by allowance of extra commission, under the act of March 3, 1851, and by additional vouchers.....	4,855 68
Total.....	147,213 64
Of which there has been paid or settled during the year.....	52,317 47
Leaving still due the late postmasters.....	94,896 17
Balances due to late postmasters of the fiscal year ending June 30, 1856.....	\$35,334 01
Of which there has been paid or settled during the year.....	8,280 26
Amount remaining due.....	27,053 75
Aggregate balance standing to the credit of late post- masters, June 30, 1856.....	121,949 92

Suits.

61 suits were brought during the last fiscal year for the recovery of balances due on or before July 1, 1855, amounting, including ten cases for \$19,146 76 in California, in the aggregate to...	\$27,754 41
suits were brought during the same period for balances which became due since July 1, 1855, amounting to.....	9,855 79
69 suits. Total.....	37,610 20
In twenty-six of the above suits judgments have been recovered. Sixteen of them have been concluded, and the balances for which they were commenced collected, amounting to.....	\$2,770 35
In twenty-five suits commenced prior to July 1, 1855, there has been collected the sum of.....	6,839 24
Total amount of collections by suits.....	9,609 59

The immense amount of labor performed by this office during the last fiscal year is partially presented by the following summary, viz :

The number of quarterly accounts of postmasters adjusted and audited was	98,035
The number of accounts on the current ledgers	46,551
The number of quarterly accounts of contractors audited and paid.....	21,174
The number of special contractors and mail messenger accounts settled.....	17,744
The number of payments made to special and route agents.	3,495
The number of miscellaneous accounts paid.....	660
The number of "collection orders" issued.....	71,547
The number of "collection drafts" issued.....	4,905
The number of department drafts registered.....	10,080
The number of department warrants registered.....	6,840
The number of letters received.....	122,459
The number of letters sent.....	64,715
The number of folio-post pages of manuscript letters sent...	2,661

Accurate copies of 13,824 accounts current, as rendered by postmasters and as audited, have been furnished in cases in which error were committed against the department, and a vast variety of other labor performed, which, if presented in detail, would greatly exceed any estimate yet made, and fully establish for the gentlemen employed in this office a reputation for capacity and industry in the performance of their respective public duties, rarely equalled, and never excelled.

Respectfully submitted :

H. ST. GEO. OFFUTT,
Acting Auditor.

Hon. JAMES CAMPBELL,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department, under the several heads, for the fiscal year ending June 30, 1856.

	3d quarter 1855.	4th quarter 1855.	1st quarter 1856.	2d quarter 1856.	Total under each head.
Letter postage.....	\$591,908 66	\$605,675 26	\$292,998 76	\$264,184 28	\$1,754,766 96
Registered letters.....	6,242 85	7,867 75	8,701 70	8,654 30	31,466 60
Stamps sold.....	782,413 87	863,477 58	1,318,406 03	1,271,148 01	4,235,445 49
Newspapers and pamphlets.....	151,272 27	154,498 95	170,317 08	156,657 19	632,745 49
Fines.....	7 50	50 00	2 50	10 00	70 00
Receipts on account emoluments.....	20,978 87	15,117 29	19,313 65	19,390 22	74,800 03
Receipts, letter-carriers.....	34,532 60	49,400 07	38,625 65	40,357 27	162,915 59
Receipts, dead letters.....	.....	.....	7,725 71	657 79	8,383 50
Extra compensation overcharged.....	7,429 32	4,722 57	2,563 07	.....	14,714 96
Miscellaneous receipts.....	3,592 65	1,021 50	377 37	521 52	5,513 04
	1,598,378 59	1,701,830 97	1,859,031 52	1,761,580 5	6,920,821 66

NOTE.—In the item *letter postage* for 3d quarter 1855, and 1st and 2d quarters 1856, is included the sum of \$58,138 72 due from *Kingdom of Prussia* to *United States* on account of *postages* for 2d, 3d, and 4th quarters 1855, 1st and 2d quarters 1856.

In same item for 3d quarter 1855 is embraced the sum of \$1,906 65 ascertained to be due from *United States* to the *United Kingdom* on account of *British postages*.

Same item for 4th quarter 1855 and 2d quarter 1856 includes the sum of \$9,085 78 ascertained to be due from the *United Kingdom* to the *United States* on account of 2d and 4th quarters 1855.

Respectfully submitted.

H. ST. GEORGE OFFUTT, Acting Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 11, 1856.

Hon. JAMES CAMPBELL, Postmaster General.

B.

Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1856.

Expenditures.	3d quarter 1855.	4th quarter 1855.	1st quarter 1856.	2d quarter 1856.	Total under each head.
Compensation to postmasters	\$490,213 35	\$509,414 17	\$556,995 60	\$546,267 66	\$2,102,890 78
Ship, steamboat, and way letters	4,915 84	4,367 31	2,882 53	5,446 99	17,612 67
Transportation	1,599,245 34	1,632,914 17	1,777,316 01	1,756,163 90	6,765,639 42
Wrapping paper	8,436 78	12,329 18	8,578 01	2,283 17	31,627 14
Office furniture	1,750 21	1,090 13	1,447 18	1,002 81	5,290 33
Advertising	8,161 82	9,137 63	39,509 39	7,794 69	64,603 53
Mail bags	6,723 32	14,824 47	16,314 44	11,053 41	48,915 64
Blanks	1,368 09	1,324 31	24,036 50	21,835 04	48,563 94
Mail locks, keys, and stamps	537 82	3,149 49	1,541 25	6,458 20	11,686 76
Mail depredations and special agents	12,529 21	11,058 68	15,938 94	23,974 94	63,501 77
Clerks for offices	180,105 10	183,693 11	199,204 09	195,078 50	758,080 80
Postage stamps	3,514 20	5,087 69	10,518 65	7,584 23	26,704 77
Stamped envelopes	14,639 54	16,904 22	16,596 23	16,545 85	64,655 84
Payments to letter-carriers	34,532 60	49,400 07	38,625 65	40,357 27	162,915 59
Miscellaneous payments	45,594 70	62,126 30	49,941 73	42,417 67	200,080 40
Miscellaneous, account of Bremen mails	*6,136 00	.....	*2,502 27	.....	8,638 27
Miscellaneous, account of English mails	†21,911 17	.....	†1,937 54	.....	23,848 71
Aggregate amounts	2,440,315 09	2,516,820 93	2,763,886 01	2,684,264 33	10,405,286 36

* In payment of the adjusted balances, including premium on exchange, due to the Bremen office, on account of postages for 3d and 4th quarters 1854, and 1st, 2d, 3d, and 4th quarters 1855.

† This sum, due to the United States, from kingdom of Prussia, for postages on account 1st quarter 1855, has been paid over to the United Kingdom, to be applied to the indebtedness of the United States on account of British postages.

‡ In payment of the ascertained balance, including premium, arising from British postages for 3d quarter 1855, and found to be due from the United States to the United Kingdom.

Respectfully submitted,

H. ST. GEORGE OFFUTT,
Acting Auditor.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 11, 1856.

HON. JAMES CAMPBELL, Postmaster General.

C.

General recapitulation of the amount of letter postage, newspaper postage, registered letters, stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others for the transportation of the mails, by States and Territories, for the year ending June 30, 1856.

	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Transportation.	Compensation allowed postmasters.	Incidental expenses of post offices.	Total compensation & incidental expenses.	Total expenses.
Maine	\$37,866 74	\$15,165 18	\$779 60	\$98,895 75	\$152,710 27	\$85,486 74	\$69,307 27	\$15,951 15	\$85,258 42	\$170,745 16
New Hampshire	22,771 41	10,902 97	376 35	65,948 76	99,999 49	47,530 77	48,141 55	4,270 98	52,412 53	99,943 30
Vermont	20,676 64	11,944 04	379 40	63,639 26	96,639 34	65,195 70	51,445 77	1,189 73	52,635 50	117,831 20
Massachusetts	142,673 77	32,873 03	1,504 35	380,607 91	557,659 06	152,214 92	147,502 72	86,270 99	233,773 71	385,988 63
Rhode Island	9,182 38	4,500 68	161 45	48,699 45	62,543 96	14,014 75	15,574 34	9,954 69	25,529 03	39,543 78
Connecticut	33,537 92	26,917 13	423 30	130,046 17	190,924 52	87,826 07	71,168 88	16,186 57	87,355 45	175,181 52
New York	490,600 70	100,155 98	3,042 90	842,300 70	1,436,100 28	462,027 00	310,088 74	265,200 75	575,289 49	1,037,316 49
New Jersey	34,794 03	11,454 65	271 70	61,217 25	107,737 63	79,764 18	47,239 46	5,331 90	52,571 36	132,335 54
Pennsylvania	169,027 39	63,268 53	3,474 55	355,449 50	591,219 97	269,204 86	172,608 38	81,982 66	254,591 04	523,795 90
Delaware	4,169 61	2,215 32	89 60	13,173 11	19,647 64	10,319 00	7,758 10	1,400 00	9,158 10	19,477 10
Maryland	47,418 90	21,404 10	860 90	117,420 09	187,103 99	198,124 17	31,029 48	34,317 22	65,346 70	263,470 87
District of Columbia	9,876 74	3,168 42	331 20	30,354 18	43,730 54	.....	3,810 66	34,350 45	38,161 11	38,161 11
Virginia	36,250 00	27,676 95	1,278 60	152,884 52	218,090 07	301,445 23	85,746 67	26,800 67	112,547 34	413,992 57
North Carolina	8,116 63	11,436 93	602 50	51,730 50	71,886 56	167,426 42	35,773 63	2,867 93	38,641 56	206,067 98
South Carolina	16,146 53	7,944 01	1,030 75	66,681 76	91,803 05	233,477 80	24,816 35	12,142 60	36,958 95	270,436 75
Georgia	15,889 15	16,446 21	1,409 30	106,325 29	140,069 95	254,684 29	51,710 75	20,010 59	71,721 34	326,405 63
Florida	2,793 61	2,277 40	185 35	14,801 65	20,058 01	95,448 48	10,360 76	56 33	10,417 09	105,865 57
Alabama	14,036 24	13,275 88	1,077 70	80,835 57	109,225 39	270,818 22	39,012 46	15,036 89	54,049 35	324,867 57
Mississippi	9,277 89	11,377 29	598 55	53,190 01	74,443 74	209,746 25	34,296 13	4,665 63	38,961 76	248,708 01
Texas	11,812 56	9,745 15	330 35	46,116 57	68,004 63	216,633 67	32,260 66	2,639 19	34,899 85	251,533 52
Kentucky	18,791 52	15,793 44	683 80	86,039 67	121,308 43	163,310 25	45,388 63	15,723 64	61,112 27	224,422 52
Michigan	43,282 10	16,161 25	1,351 80	95,387 56	156,182 71	148,904 20	67,224 82	16,708 08	83,932 90	232,837 10
Wisconsin	46,512 01	17,550 45	772 40	84,841 39	149,676 25	97,507 95	64,650 05	8,210 54	72,860 59	170,368 54
Louisiana	30,487 91	12,722 16	711 90	119,657 11	163,579 08	312,725 26	21,596 47	37,089 60	58,686 07	371,411 33
Tennessee	10,262 07	13,571 95	1,157 90	76,492 81	101,484 73	145,953 74	38,985 16	13,163 92	52,149 08	198,102 82
Missouri	35,656 69	13,814 88	553 00	91,740 16	141,764 73	221,503 08	42,819 93	23,049 97	65,869 90	287,372 98
Illinois	83,768 64	33,503 51	2,006 25	214,341 65	333,620 05	378,188 74	126,892 00	48,256 50	175,148 50	553,337 28
Ohio	108,715 49	46,583 60	3,078 95	293,328 70	451,706 74	440,404 95	167,473 61	61,116 18	230,589 79	670,994 74
Indiana	38,865 96	24,316 60	1,304 30	106,923 29	171,410 15	207,175 81	83,550 40	13,240 14	96,796 54	303,972 35
Arkansas	3,920 19	5,395 94	172 10	18,344 16	27,832 39	216,836 67	15,439 34	1,900 62	17,339 96	234,176 63
Iowa	28,529 42	12,157 77	933 20	75,794 32	117,414 71	89,469 83	51,729 54	12,114 14	63,843 68	153,213 51
California	87,277 95	12,010 07	290 15	165,440 38	265,018 55	143,242 64	55,085 37	70,385 85	125,471 22	268,713 86

Oregon Territory.....	4,825 22	1,357 85	20 45	5,229 70	11,433 22	31,136 82	5,718 42	40 70	5,759 12	36,895 94
Minnesota.....	7,038 43	2,241 05	198 65	13,858 90	23,337 03	31,830 17	10,667 20	142 92	10,810 12	42,640 29
New Mexico.....	346 10	145 59	6 55	649 08	1,147 32	32,812 65	574 02	63 00	637 02	33,449 67
Utah.....	1,064 67	330 50	30	679 69	2,075 16	14,748 00	1,058 37	16 15	1,074 52	15,822 52
Nebraska.....	367 99	269 50	4 45	870 57	1,512 51	6,966 50	924 54	12 19	936 73	7,903 23
Washington.....	998 16	284 12	4 40	1,325 75	2,612 43	.....	1,249 94	29 30	1,279 24	1,279 24
Kansas.....	651 86	466 17	13 70	3,775 71	4,907 44	9,767 90	2,619 45	62 18	2,681 63	12,449 53
Add Prussian postage, \$58,138 72	1,688,281 22	632,826 25	31,472 65	4,235,041 60	6,587,621 72	5,913,873 72	2,093,306 32	963,952 54	3,057,258 56	8,971,132 28
Add British postage..	67,224 50									
	738 76									
Deduct mis. entries..	66,485 74									
Deduct miscellaneous entries.....	.....	80 76	6 05	403 89	.....	.....	.....	.....	.....	.....
Add miscellaneous entries.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1,754,766 96	632,745 49	31,466 60	4,235,445 49	.....	.....	.....	.....	.....	.....

H. ST. GEO. OFFUTT, Acting Auditor.

1872

D.—Amount of money received on British postage in cash from June 1st 1872 to June 30th 1872

D.—Amount of letter postage on British mails received in and sent from the United States, for the fiscal year ended June 30, 1856.

Received.		Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line-----		\$63,512 97	\$86,007 26	\$38,364 57	\$44,018 05	\$231,902 85
By the Collins line-----		50,096 83	68,980 94	23,775 36	29,744 68	172,597 81
By the Havre line-----		4,042 59	13,524 07	2,174 02	5,312 26	25,052 94
By the Bremen line-----		5,314 93	14,917 53	2,265 80	5,287 44	27,785 70
Total-----		122,967 32	183,429 80	66,579 75	84,362 43	457,339 30
Amount received-----		306,397 12	-----	150,942 18		
Sent.		Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line-----		\$32,550 01	\$69,654 88	\$69,305 34	-----	\$171,510 23
By the Collins line-----		40,543 42	96,139 62	56,387 15	-----	193,070 19
By the Havre line-----		3,564 05	19,863 68	10,247 68	-----	33,675 41
By the Bremen line-----		5,027 68	27,290 94	9,734 95	-----	42,053 57
Total-----		81,685 16	212,949 12	145,675 12	-----	440,309 40
Amount sent-----		294,634 28	-----	145,675 12		

Amount collected in the United States-----	\$601,031 40
Amount collected in the United Kingdom-----	296,617 30
Excess collected in the United States-----	<u>304,414 10</u>

Amount of letter postag on Prussian mails received in and sent from the United States, for the fiscal year ended June 30, 1856.

Received.		Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line-----		\$3,028 54	\$32,541 63	\$1,701 90	\$7,945 61	\$45,217 08
By the Collins line-----		7,731 36	29,585 68	3,600 00	5,706 27	46,623 31
By the Havre line-----		2,274 43	10,947 87	1,115 70	2,162 75	16,500 75
By the Bremen line-----		2,220 36	10,125 61	1,070 70	2,011 80	15,428 47
Total-----		15,254 69	83,200 79	7,488 30	17,826 43	123,769 61
Amount received-----		98,454 88	-----	25,314 73		
Sent.		Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line-----		\$7,342 14	\$25,084 26	\$36,402 95	-----	\$68,829 35
By the Collins line-----		6,591 21	33,394 67	36,719 46	-----	76,705 34
By the Havre line-----		1,316 44	9,395 16	8,471 92	-----	19,183 52
By the Bremen line-----		357 36	7,991 15	2,629 38	-----	10,977 89
Total-----		15,607 15	75,865 24	84,223 71	-----	175,696 10
Amount sent-----		91,472 39	-----	84,223 71		
Amount collected in the United States-----		\$189,927 27				
Amount collected in Prussia-----		109,538 44				
Total amount-----		299,465 71				
Excess collected in the United States-----		80,388 83				

Amount of letter postage on Havre mails received in and sent from the United States for the fiscal year ended June 30, 1856.

Received by the Havre line—unpaid -----	\$3,650 40	
Do -----unpaid, distributed -----	3,982 68	
		\$7,633 08
Sent by the Havre line—paid -----	3,528 60	
Do -----paid, distributed -----	4,977 40	
		8,506 00
Total amount, all collected in the United States-----		16,139 08

Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ended June 30, 1856.

Received.	Unpaid.	Unpaid, distributed.	Paid.	Paid, distributed.	Total.
By the Bremen line-----	\$4,672 93	\$22,268 80	\$1,111 05	\$3,094 28	\$31 147 06
Amount received-----	26,941 73	-----	4,205 33	-----	-----

Sent.	Paid.	Paid, distributed.	Unpaid.		Total.
By the Bremen line-----	\$2,468 70	15,635 98	6,538 11	-----	24,642 79
Amount sent -----	18,104 68	-----	6,538 11	-----	-----

Amount collected in the United States-----	\$45,046 41
Do-----do-----Bremen -----	10,743 44
Excess collected in the United States -----	34,302 97

Revenue to the United States, and also to the United States Post Office Department, per the Cunard line, for the fiscal year ended June 30, 1856.

Total postages by the Cunard line-----	\$403,413 08
--	--------------

United States portion, $\frac{5}{24}$, being United States inland-----	\$84,044 39
Add postage on 777,692 papers sent, at 2 cents each-----	15,553 84
	99,598 23

The Post Office Department pays commissions to postmasters on the above, viz:

For distribution on unpaid distributed received, \$86,007 26, at $12\frac{1}{2}$ per cent-----	\$10,750 90
For commissions to postmasters at offices where delivered, on \$86,007 26, at 30 per cent-----	25,802 17
For distribution on paid distributed received, \$44,018 05, at $12\frac{1}{2}$ per cent-----	5,502 25
For distribution on paid distributed sent, \$65,078 31, at $12\frac{1}{2}$ per cent-----	8,134 78
For commissions to postmasters at offices where delivered, on \$65,078 31, at 30 per cent-----	19,523 49
For distribution on unpaid sent, \$69,305 34, at $12\frac{1}{2}$ per cent-----	8,663 16
For commissions to postmasters at New York, Boston, and Philadelphia on—	
Unpaid received, \$63,512 97, at 15 per cent-----	9,526 94
Paid sent, \$32,550 01, at 15 per cent-----	4,882 50
Newspaper postage, \$15,553 84, at 50 per cent---	7,776 92
	100,563 11

Deficit to the Post Office Department-----	964 88
Deduct United States inland British mails-----	84,044 39

Total deficit to the Post Office Department-----	85,009 27
--	-----------

Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1856.

Total postage by Collins line-----	\$365,368 00
Deduct British inland, rate, $\frac{3}{4}$ -----	45,708 50
	\$319,959 50
Add postage on 803,338 newspapers sent, at 2 cents-----	16,066 76
Add sea-rate on Prussian closed mails, 123,980 ounces, at 40 cents-----	51,592 00
Add newspapers on Prussian closed mails, 25,112 papers, at 2 cents-----	502 24
Add sea-rate on Canada closed mails, 49,122 ounces, at 40 cents-----	19,648 80
Add newspapers on Canada closed mails, 214,970 papers, at 2 cents-----	4,299 40
Add sea-rate on California closed mails, 6,839 ounces, at 40 cents-----	2,735 60
Add newspapers on California closed mails, 10,409 papers, at 2 cents-----	208 18
Add sea-rate on Havana closed mails, 2,028 ounces, at 40 cents-----	811 20
Add newspapers on Havana closed mails, 2,188 papers, at 2 cents-----	43 76
	415,867 44

The Post Office Department pays the following commissions to postmasters on the above total postages, viz :

For distribution on unpaid distributed received, \$68,980 94, at 12½ per cent.....	\$8,622 61	
For commissions to postmasters at the offices to which directed, on above, at 30 per cent.....	20,694 28	
For distribution on paid distributed received, \$29,744 68, at 12½ per cent.....	3,718 08	
For distribution on paid distributed sent, \$92,451 39, at 12½ per cent.....	11,556 42	
For commissions to postmasters on \$92,451 39, at 30 per cent.....	27,735 41	
For distribution on unpaid sent, \$56,387 15, at 12½ per cent.....	7,048 39	
For commissions to postmasters at New York, Boston, and Philadelphia on—		
Unpaid, received for their offices, \$50,096 83, at 15 per cent.....	7,514 52	
Paid, sent from their offices, \$40,543 42, at 15 per cent.....	6,081 51	
For commissions on newspapers sent, \$16,066 76, at 50 per cent.....	8,033 38	
		<u>\$101,004 60</u>
Net revenue to Post Office Department, with United States inland postage included.....		\$314,862 84
Deduct United States inland on British mails, $\frac{5}{11}$ of \$365,368.....		76,118 30
Total net revenue to Post Office Department, without U. S. inland.....		<u>238,744 54</u>

Revenue to the United States, also to the Post Office Department, per Havre line, for the fiscal year ended June 30, 1856.

Amount of postage on British mails.....	\$58,728 35	
Deduct British inland, $\frac{3}{4}$	7,341 04	
		<u>\$51,387 31</u>
Add postage on 160,194 newspapers sent, at 2 cents.....		3,203 88
Add postage on Havre mails.....		16,326 68
Add sea-rate on Prussian closed mails, 38,380 ounces, at 40 cents.....		15,352 00
Add newspapers on Prussian closed mails, 7,735 newspapers, at 2 cents..		154 70
Add sea-rate on Canada closed mails, 2,931 ounces, at 40 cents.....		1,172 40
Add newspapers on Canada closed mails, 16,674 newspapers, at 2 cents..		333 48
Add sea-rate on California closed mails, 1,092 ounces, at 40 cents.....		436 80
Add newspapers on California closed mails, 1,183 newspapers, at 2 cents..		23 66
Add sea-rate on Havana closed mails, 223 ounces, at 40 cents.....		89 20
Add newspapers on Havana closed mails, 194 newspapers, at 2 cents....		3 88
Total to the United States.....		<u>88,483 99</u>
The Post Office Department pays commissions to postmasters amounting to.....		14,662 03
Net revenue, with United States inland included.....		<u>73,821 96</u>
Deduct United States inland on British mails, $\frac{5}{11}$ of \$58,728 35, amounting to.....	\$12,238 40	
And United States inland on Havre mails, $\frac{5}{11}$ of \$16,326 68, amounting to.....	4,363 49	
		<u>16,601 89</u>
Total net revenue to United States Post Office Department, without United States inland.....		<u>57,220 07</u>

Revenue to the United States, also to the Post Office Department, per the Bremen line, for the fiscal year ended June 30, 1856.

Amount of postage on British mails.....	\$69,839 27	
Deduct British inland, $\frac{3}{4}$	8,729 90	
		\$61,109 37
Add postage on 199,957 newspapers sent, at 2 cents.....		3,999 14
Add postage on Bremen mails.....	55,789 85	
Deduct Bremen inland, $\frac{1}{10}$	5,578 98	
		50,210 87
Add postage on newspapers, Bremen mails.....		237 12
Add sea-rate on Prussian closed mails, 29,878 ounces, at 40 cents.....		11,951 20
Add newspapers on Prussian closed mails, 6,390 newspapers, at 2 cents....		127 80
Add sea-rate on Canada closed mails, 1,759 ounces, at 40 cents.....		703 60
Add newspapers on Canada closed mails, 6,928 newspapers, at 2 cents....		138 56
Add sea-rate on California closed mails, 863 ounces, at 40 cents.....		345 20
Add newspapers on California closed mails, 1,155 newspapers, at 2 cents		23 10
Add sea-rate on Havana closed mails, 221 ounces, at 40 cents.....		88 40
Add newspapers on Havana closed mails, 164 newspapers, at 2 cents....		3 28
Total to the United States.....		128,937 64
The Post Office Department pays commissions to postmasters, amounting to		16,805 32
Net revenue, with the United States inland included.....		112,132 32
Deduct United States inland on British mails, $\frac{5}{14}$ of \$69,839 27, amounting to.....	\$14,549 84	
And United States inland on Bremen mails, $\frac{5}{10}$ of \$55,789 85, amounting to.....	27,894 92	
		42,444 76
Total net revenue to the United States Post Office Department, without United States inland		69,687 56

Revenue to the United States, also to the Post Office Department, on the correspondence exchanged between the United States and Bremen, for the fiscal year ended June 30, 1856.

Amount of postage by the Bremen line.....	\$55,789 85	
Deduct Bremen portion, inland, $\frac{1}{10}$	5,578 98	
		50,210 87
Add newspaper postage.....		237 12
		50,447 99
The Post Office Department pays commissions to postmasters.....		16,805 32
Revenue to the Post Office Department, with United States inland included		33,642 67
Deduct the United States inland, $\frac{5}{10}$		25,105 43
Revenue to the Post Office Department.....		8,537 24

Receipts and disbursements in closed mails between the United States and the kingdom of Prussia for the fiscal year ended June 30, 1856.

RECEIPTS.

Amount of postage on paid and unpaid sent.....	\$175,696 10	
Deduct Prussian inland, $\frac{7}{10}$	40,995 72	
		\$134,700 38
Amount of postage on paid and unpaid received.....	123,769 61	
Deduct Prussian inland, $\frac{5}{10}$	20,628 26	
		103,141 35
Add newspaper postage on 41,376, at 4 cents.....		1,655 04
Total to the United States.....		239,496 7

DISBURSEMENTS.

Amount paid Great Britain for carrying mails.....	71,157 83	
Amount paid Collins line for 128,980 ounces, at 40 cents....	51,592 00	
Amount paid Collins line for 27,146 newspapers, at 2 cents..	542 92	
Amount paid Havre line for 38,380 ounces, at 40 cents.....	15,352 00	
Amount paid Havre line for 7,735 newspapers, at 2 cents....	154 70	
Amount paid Bremen line for 30,078 ounces, at 40 cents....	12,031 20	
Amount paid Bremen line for 6,390 newspapers, at 2 cents...	127 80	
Commissions paid United States postmasters.....	72,592 18	
		223,550 63
Revenue to the Post Office Department.....		15,946 14

Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various home lines of ocean steamers, for the fiscal year ended June 30, 1856.

Names of lines.	Offices.	No. of letters.	No. of papers.	Postage on letters received.	Postage on letters sent.	Total.
New York, Chagres, and California.....	New York.....	1, 216, 037	2, 276, 175	\$89, 513 09	\$72, 124 57	\$161, 637 66
	Boston.....	369, 638	732, 657	25, 146 65	17, 696 88	42, 843 53
	Philadelphia.....	108, 288	183, 483	7, 033 05	5, 038 16	12, 041 21
	St. Louis.....	138, 547	96, 500	7, 320 45	7, 858 69	15, 179 14
	New Orleans.....	132, 249	5, 583	7, 473 54	7, 950 80	15, 424 34
	Charleston.....	482	106	60 80	-----	60 80
	Savannah.....	2, 325	-----	451 01	-----	451 01
	Baltimore.....	44, 954	33, 770	3, 351 47	1, 851 80	5, 203 27
	Washington.....	42, 955	54, 456	1, 481 03	1, 684 98	3, 166 01
	Chicago.....	243, 236	81, 087	14, 247 82	10, 774 90	25, 022 72
	Cincinnati.....	67, 191	-----	3, 146 86	4, 063 34	7, 180 20
		2, 365, 902	3, 463, 817	159, 165 77	129, 044 12	288, 209 89
Add to letter postage the postage on newspapers, at one cent each.....		-----	-----	-----	-----	34, 638 17
Total postages.....		-----	-----	-----	-----	322, 848 06
Charleston and Havana.....	Charleston.....	33, 754	17, 372	3, 084 36	1, 012 50	4, 096 86
	Savannah.....	22, 685	27, 466	690 83	600 66	1, 291 49
		56, 439	44, 838	3, 775 19	1, 613 16	5, 388 35
Add postage on newspapers, at two cents each.....		-----	-----	-----	-----	896 76
Total postages.....		-----	-----	-----	-----	6, 285 11

STATEMENT—Continued.

Names of lines.	Offices.	No. of let- ters.	No. of pa- pers.	Postage on letters re- ceived.	Postage on letters sent.	Total.
New Orleans and Vera Cruz	New Orleans	27,773	11,540	\$3,312 58	\$2,416 31	\$5,728 92
Add postage on newspapers, at two cents each .....	.....	.....	.....	.....	.....	230 80
West India Islands	Various offices	195,050	97,380	14,008 34	13,706 64	5,959 72
Add postage on newspapers, at two cents each .....	.....	.....	.....	.....	.....	27,741 98
Total postages .....	.....	.....	.....	.....	.....	1,947 60
Panama	Various offices	37,273	26,051	5,370 43	2,128 95	7,499 38
Add postage on newspapers, at four cents each .....	.....	.....	.....	.....	.....	1,042 04
Total postages .....	.....	.....	.....	.....	.....	8,541 42

Number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails.

For fiscal year ended June 30, 1856.	Number of letters—		Total letters.	No. of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By Cunard line---	1,020,415	871,444	1,891,859	742,576	790,613	1,533,189
By Collins line---	682,854	827,516	1,510,370	368,769	803,338	1,172,107
By Havre line---	97,726	136,593	234,319	70,012	160,194	230,206
By Bremen line---	110,562	162,018	272,580	60,555	199,957	260,512
Total----	1,911,557	1,997,571	3,909,128	1,241,912	1,954,102	3,196,014

Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails.

For the fiscal year ended June 30, 1856.	Number of letters—		Number of newspapers—	
	Received.	Sent.	Received.	Sent.
By the Cunard line-----	147,120	224,964	6,515	17,714
By the Collins line-----	151,274	250,191	8,550	16,775
By the Havre line-----	53,386	62,459	3,669	3,986
By the Bremen line-----	49,973	35,132	3,021	2,901
Total-----	401,753	572,746	21,755	41,376

Number of letters and newspapers exchanged between the United States and Bremen, in Bremen mails.

For the fiscal year ended June 30, 1856.	Number of letters—		Number of newspapers—	
	Received.	Sent.	Received.	Sent.
Total-----	192,231	160,964	11,309	11,856

Closed mail account.

Letters.	Prussian, re- ceived.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	California, sent.	Havana, re- ceived.
	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>
Cunard line.....	45,876	71,494	103,330	94,550	4,804	1,063	4,183
Collins line.....	48,664	80,316	14,926	34,195	4,405	2,433	2,028
Havre line.....	18,272	20,108	1,219	1,711	528	563	233
Bremen line.....	18,780	11,298	1,120	639	578	284	221
West India mail.....					5,109		
Total.....	131,592	183,216	120,595	131,095	15,424	4,343	6,655
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line.....	6,724	17,727	325,370	245,255	11,845	569	5,775
Collins line.....	9,424	17,722	126,280	88,690	9,001	1,408	2,188
Havre line.....	3,549	4,186	11,170	5,504	897	286	194
Bremen line.....	3,489	2,901	4,642	2,286	997	158	164
West India British packets.....					17,240		
Total.....	23,186	42,536	467,462	341,735	39,980	2,421	8,321

Amount of postages accounted for on foreign dead letters returned to and sent from the United States, with the various offices of exchange, for the fiscal year ending June 30, 1856.

Great Britain to United States.....	\$2,305 39	United States to Great Britain.....	\$8,659 90
Kingdom of Prussia to United States.....	690 01	United States to Kingdom of Prussia.....	1,001 22
Bremen to United States.....	-----	United States to Bremen.....	886 43

H. ST. GEO. OFFUTT, Acting Auditor.

E.

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1856, (service of the Post Office Department.)

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters from the United States for the United Kingdom.	\$20,460 82	\$22,385 72	\$19,524 57	\$16,330 13	\$78,701 24
For postage on unpaid letters in transit	600 89	663 38	969 14	1,003 45	3,236 86
For postage on newspapers in transit, &c.....	1 96	1 76	2 08	3 12	8 92
For postage on missent, redirected, and returned letters.....	18 04	21 12	34 17	6 98	80 31
MAILS RECEIVED.					
For postage on paid letters from the United Kingdom for the United States.	21,952 32	24,681 53	15,218 01	14,761 68	76,613 54
For postage on paid letters for countries in transit.....	10 70	11 50	85 32	748 26	855 78
For postage on closed mails in transit through the United States.....	24,445 18	22,333 06	21,023 46	16,325 83	84,127 53
For postage on loose letters (collected on the ships).....	47 13	16 99	15 68	67 16	146 96
For postage on dead letters returned to London.....	2,524 96	2,211 52	1,916 64	2,006 78	8,659 90
For overcharges, &c., on various letters and packages.....	24	2 21	24	24	2 93
For postage on paid letters for foreign countries.....	.....	.....	.....	5 84	5 84
	70,062 24	72,328 79	58,789 31	51,259 47	252,439 81
Balance due the United States.....	.....	293 96	.....	.....	.....
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from the United Kingdom for the United States.	24,531 61	21,851 76	41,769 24	37,408 57	125,561 18
For postage on unpaid letters from foreign countries, &c.....	3,995 88	3,893 71	4,871 69	3,793 27	16,554 55
For postage on unpaid newspapers in transit, &c.....	308 73	236 98	240 97	238 13	1,024 81
For postage on missent, redirected, and returned letters	48 46	32 36	22 90	21 58	125 30
For postage on closed mails in transit through the United Kingdom.....	22,355 16	24,291 59	35,384 76	33,567 14	115,598 65

E—Continued.

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
MAILS SENT.					
For postage on paid letters from the United States for the United Kingdom.	\$16,248 02	\$17,028 48	\$24,833 37	\$25,220 62	\$83,330 49
For postage on paid letters for foreign countries, &c.....	2,450 99	2,629 70	2,503 36	2,200 81	9,784 86
For postage on paid newspapers for countries in transit.....	175 12	180 86	197 86	197 92	751 76
For postage on loose letters, (collected on the ships).....	20 31	.....	63	.....	20 94
For postage on dead letters returned to Washington.....	613 65	585 68	453 71	652 35	2,305 39
For postage on letters and papers to West India ports by foreign packets...	1,220 21	1,287 47	1,439 96	1,603 42	5,551 06
For overcharges, &c., on various letters and packages.....	75	16 24	43	48	17 90
For registered letters from United States.....	.....	.....	.....	77 97	77 97
	<u>71,968 89</u>	<u>72,034 83</u>	<u>111,718 88</u>	<u>104,982 26</u>	<u>360,704 86</u>
Balances in favor of the United Kingdom.....	1,906 65	.....	52,925 89	53,722 79	108,261 37

The Kingdom of Prussia in account with the United States of America for the fiscal year ended June 30, 1856, (service of the Post Office Department.)

	1855. 3d quarter.	1855. 4th quarter.	1856. 1st quarter.	1856. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters.....	\$14,449 53	\$15,130 78	\$17,807 43	\$15,648 74	\$63,036 48
For postage on unpaid letters in transit, &c.....	254 30	373 29	515 82	639 32	1,782 73
For postage on letters missent and redirected.....	1 93	1 73	1 45	1 69	6 80
MAILS RECEIVED.					
For postage on paid letters.....	4,736 75	4,879 25	6,275 50	5,895 20	21,786 70
For postage on paid newspapers.....	165 96	123 17	247 73	293 02	829 88
For postage on paid letters for foreign countries, &c.....	109 86	191 04	362 74	103 23	766 87
For postage on paid newspapers for foreign countries.....	.....	.....	.....	.....	.....
For overcharges on various letters, &c.....	.....	.....	.....	.....	.....
For postage on dead letters returned to Berlin.....	363 64	347 82	289 76	.....	1,001 22
	20,081 97	21,047 08	25,500 43	22,581 20	89,210 68
Cr.					
MAILS SENT.					
For postage on paid letters for Prussia.....	4,135 74	4,569 88	5,336 26	4,864 19	18,906 07
For postage on paid letters for States beyond, &c.....	847 72	1,051 03	1,279 04	1,125 21	4,303 00
For postage on paid newspapers for Prussia.....	168 03	201 26	226 20	255 18	850 67
MAILS RECEIVED.					
For postage on unpaid letters from Prussia.....	3,270 20	3,302 35	4,039 65	3,903 00	14,515 20
For postage on unpaid letters from States beyond, &c.....	997 27	1,014 55	1,259 26	1,249 75	4,520 83
For postage on letters missent, returned, and redirected.....	30 11	25 68	31 42	21 03	108 24
For overcharges on various letters, &c.....	5 22	2 27	2 35	1 12	10 96
For postage on dead letters returned to Washington.....	152 79	164 86	200 60	171 76	690 01
	9,607 68	10,331 88	12,374 78	11,591 24	43,904 98
Balances in favor of the United States.....	10,474 89	10,715 20	13,125 65	10,989 96	45,305 70

Postages on the mails received and sent between the United States and the British Provinces, for the fiscal year ended June 30, 1856.

Amount of mails received unpaid.....	\$37,369 55	
Amount of mails received paid	31,256 47	
		\$68,626 02
Amount of mails sent unpaid.....	46,672 54	
Amount of mails sent paid.....	45,786 27	
		92,458 81
Total amount.....		161,084 83
Collected in the United States.....	83,155 82	
Collected in the British Provinces	77,929 01	
Balance in favor of the United States		5,226 81

Balances due the United States on the adjustment of the accounts between the United States and the Kingdom of Prussia, for the fiscal year ended June 30, 1856.

3d quarter 1855	\$10,474 89
4th quarter 1855	10,715 20
1st quarter 1856.....	13,125 65
2d quarter 1856	10,989 96
Total.....	45,305 70

Balances due Bremen on the adjustment of the accounts between that office and the United States, for the fiscal year ended June 30, 1856.

3d quarter 1855	\$1,215 10
4th quarter 1855.....	1,267 80
1st quarter 1856.....	1,432 04
2d quarter 1856	1,088 39
Total.....	5,003 33

Revenue derived by the United States from the postages on British mails, under the postal convention with Great Britain, for the fiscal year ended June 30, 1856.

RECEIPTS.

Amount of letter postage collected by the United States.....	\$601,031 40	
Amount of newspaper postage collected by the United States.	39,082 04	
		\$640,113 44

Receipts brought forward \$640,113 44

DISBURSEMENTS.

Amount paid Great Britain, difference on British mails, as per account current.....	\$108,261 37	
Amount paid in commissions to United States postmasters, viz:		
On mails per Cunard line	100,563 11	
On mails per Collins line.....	101,004 60	
On mails per Havre line	14,662 03	
On mails per Bremen line.....	16,805 32	
		341,296 43
Total revenue from British mails, with the United States inland included.....		298,817 01
Deduct also United States inland on letter mails, viz:		
Per Cunard line	84,044 39	
Per Collins line	76,118 30	
Per Havre line.....	12,193 61	
Per Bremen line	14,549 84	
Newspapers per Cunard, Collins, Havre, and Bremen lines ..	19,411 81	
		206,317 95
Total net revenue on British mails for ocean postage.....		92,499 06

H. ST. GEORGE OFFUTT, *Acting Auditor.*

F.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets, received and delivered by carriers, and the amount received for carriage, in the cities of New York, Philadelphia, Boston, Baltimore, Harrisburg, Syracuse, Lowell, and Manchester.

Places.	Number of letters.	Number of circulars, &c.	Number of newspapers and pamphlets.	Total of letters, &c.	Amount received for carriage.
New York, New York.....	3,429,002	†281,358	486,494	4,196,854	\$73,826 09
Philadelphia, Pennsylvania.....	1,992,866	17,367	354,218	2,364,451	41,802 08
Boston, Massachusetts.....	24,750	1,180,693	146,321	1,351,764	13,021 70
Baltimore, Maryland.....	819,011	26,615	155,427	1,001,053	17,423 49
New Orleans, Louisiana.....	99,571	11,478	5,844	116,893	2,135 52
Harrisburg, Pennsylvania*.....	.....	.....	.....	.....	505 88
Syracuse, New York.....	18,325	.....	.....	18,325	366 50
Lowell, Massachusetts.....	57,984	1,948	3,063	62,995	1,184 73
Manchester, New Hampshire.....	40,535	.....	3,904	44,439	830 22
	6,482,044	1,519,459	1,155,271	9,156,774	151,096 21

H. ST. GEO. OFFUTT, *Acting Auditor.*

* The number of letters, &c., not furnished.

† In this column many letters are included, being of the same rate with circulars, &c.

NOTE.—The rates vary in different cities, which accounts for the apparent discrepancies.

Examination of the number of letters to the Editor, printed in the New York Public Library, and the amount of the same, for the year 1880.

Month	Number of letters	Amount of the same
Jan.	10	10
Feb.	15	15
Mar.	20	20
Apr.	25	25
May	30	30
June	35	35
July	40	40
Aug.	45	45
Sept.	50	50
Oct.	55	55
Nov.	60	60
Dec.	65	65
Total	400	400

Printed at the New York Public Library, 1880.



Senate documents

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